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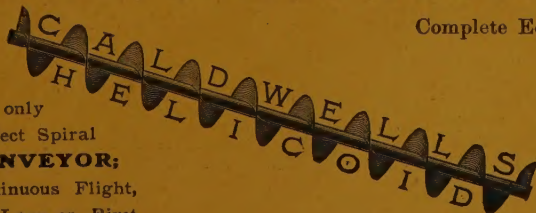
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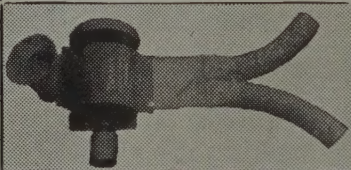
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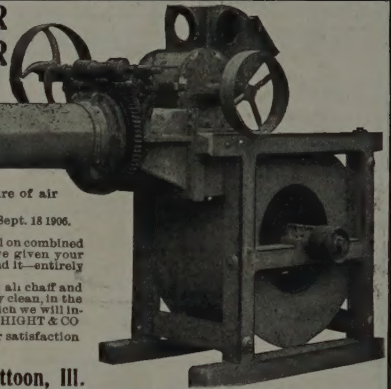
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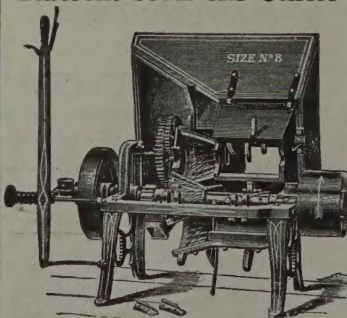
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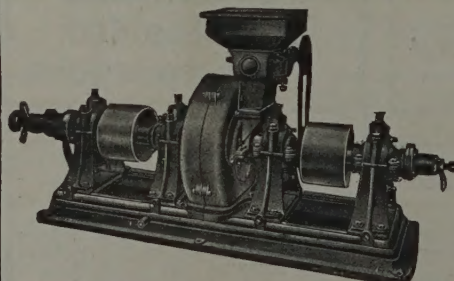
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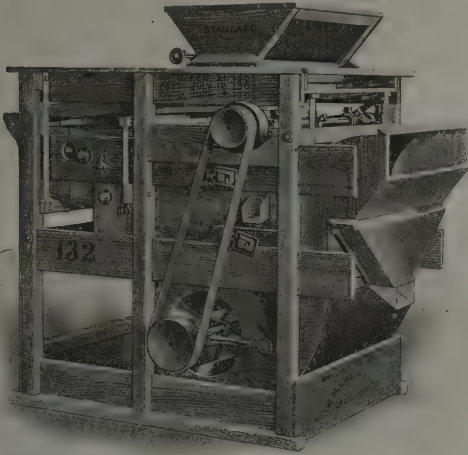
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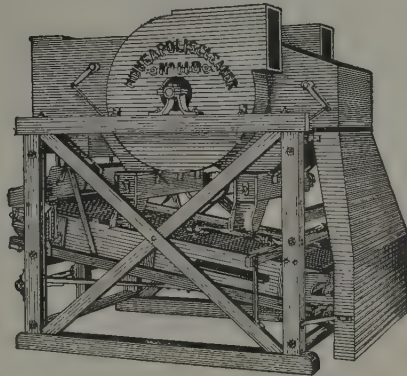


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It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

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FORM 380

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Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger Paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9 1/4 x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners.

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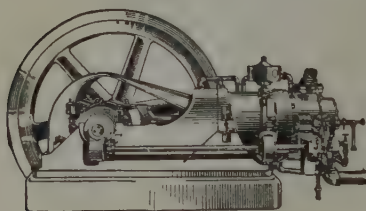
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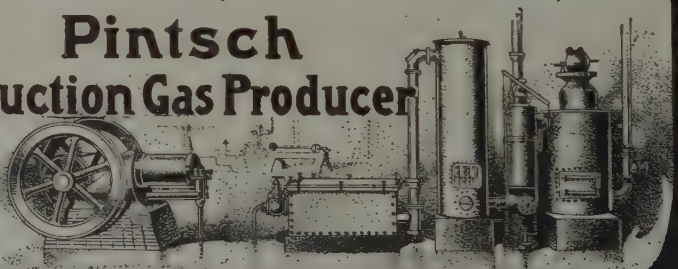
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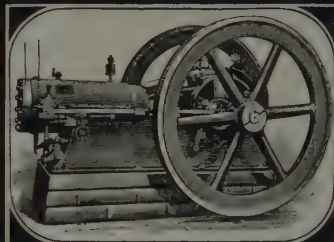
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Grain Dealers Journal

255 La Salle St.

Chicago, Ill.

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Each page is 8 $\frac{1}{4}$ x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

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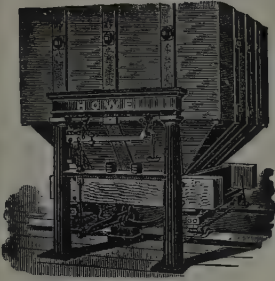
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is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 $\frac{1}{4}$ x 16 $\frac{1}{2}$ inches, used double. The left-hand pages are ruled for information regarding **SALES** and **SHIPMENTS**; the right-hand pages for **RETURNS**. Under **SALES** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **SHIPMENTS** are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under **RETURNS** are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

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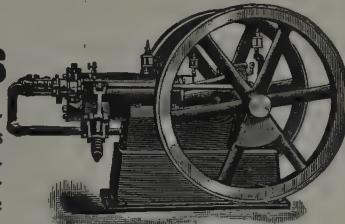


insure correct weights and a reliable and dependable power.

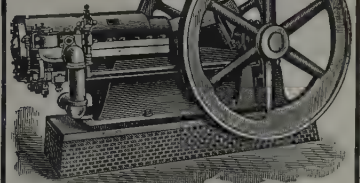
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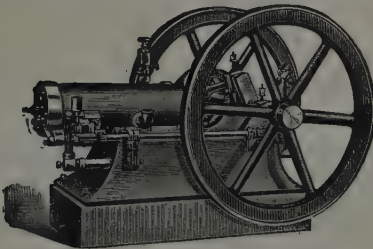


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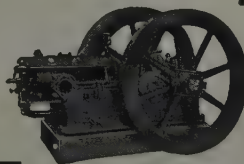
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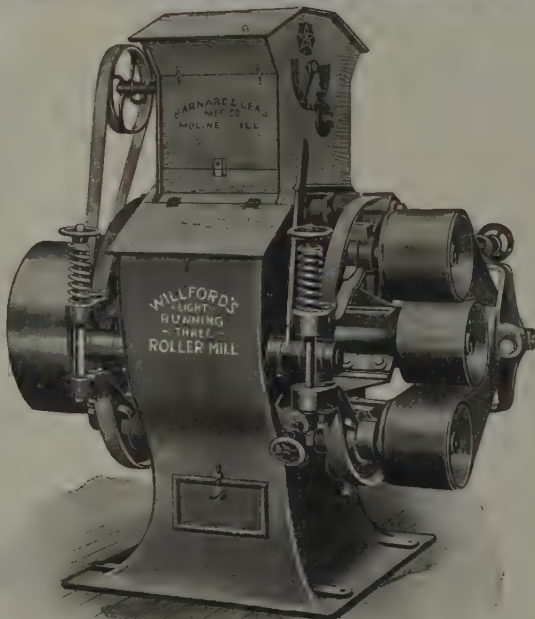
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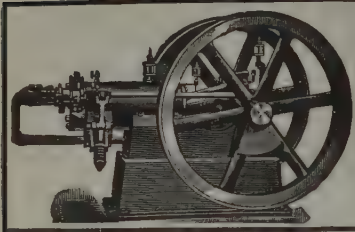
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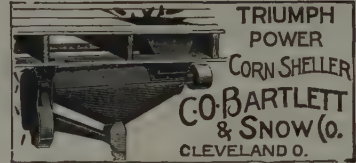
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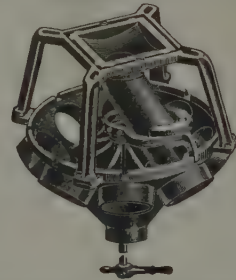


All this equipment could be half the size, and the cups run empty full all the time by using a **HALL NON-CHOKABLE BOOT** and do the work quicker and better.

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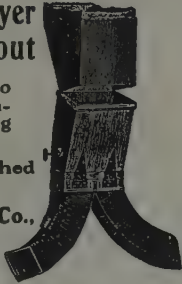
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Loads cars to the roof without shoveling

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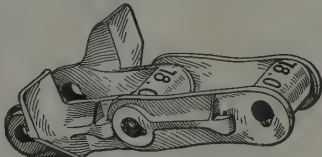
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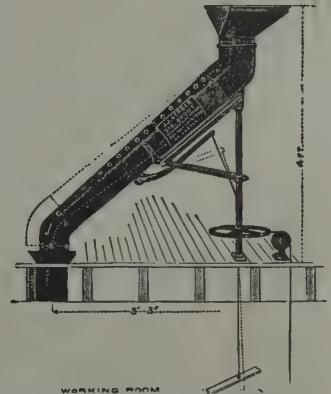
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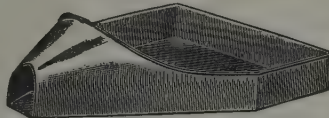
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For Examining Samples of Grain and Seeds



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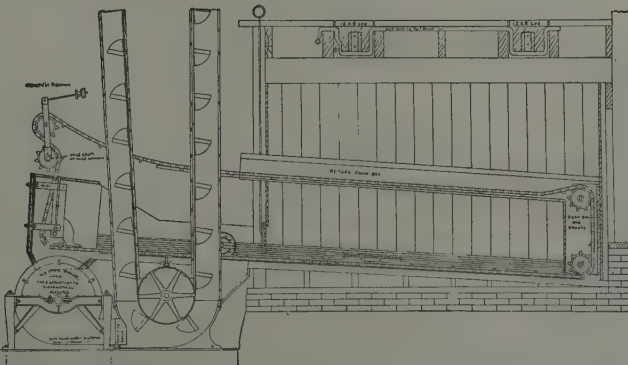
and see how such an outfit would save you space, time and money.

Self-Locking Rail Dump, Pat. Chain Drag and Feeder from large sink under low drive-way to V. S. Corn Sheller and stand of elevators, in front of which is Kick-off, Fig. 8, making it possible to elevate ear corn also.

THE BEST IS THE CHEAPEST

Write before buying elsewhere

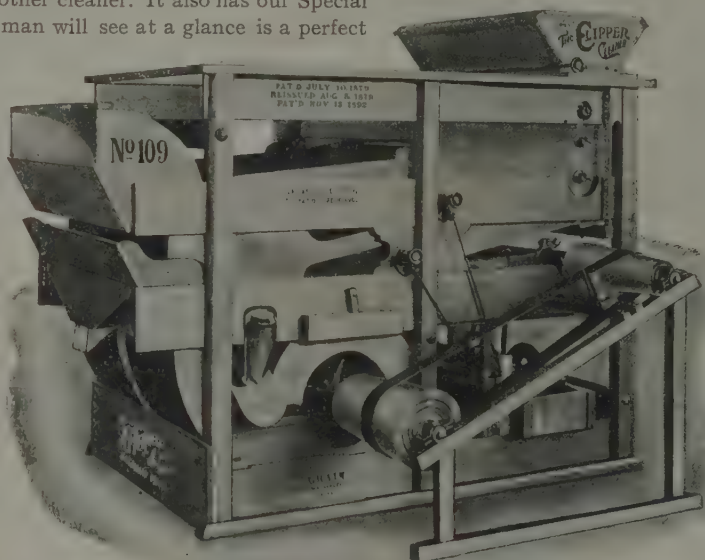
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Shown here has our perfect Traveling Brush device on the screens to keep them from clogging which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

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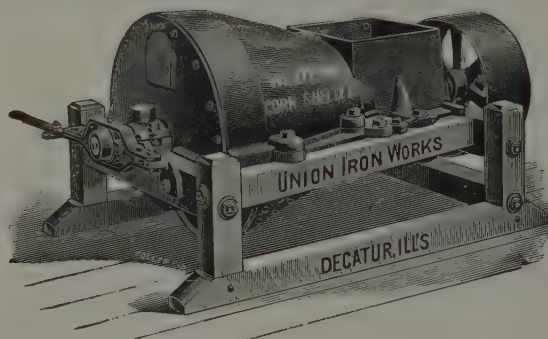
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“Western” Warehouse Shellers and Cleaners

Manufactured Exclusively by

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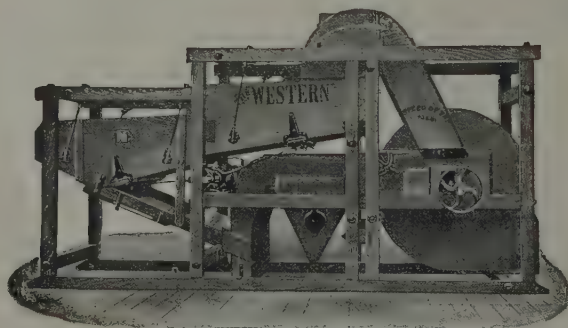
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Has reached the highest stage of perfection in the use of the

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This should be of interest to every handler of grain.

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SAVES TIME, MONEY AND PREVENTS ERRORS

It shows at a glance or with the simplest addition the cost of any quantity of Oats, Corn, Rye, Flax Seed, Wheat, Clover, Peas, Potatoes, Barley and Buckwheat at any possible market price per bushel and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, and values in black. The price being given at top and bottom of column on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

Form No. 35 printed on best linen ledger paper and bound in cloth half leather. Price \$5.00.

Form No. 36 printed on 80 pound book paper bound in art canvas. Price \$5.00.

ADDRESS

GRAIN DEALERS JOURNAL

255 La Salle Street :: CHICAGO, ILL.

Grain Scale Book No. 23

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column readings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY

255 LA SALLE ST.

CHICAGO, ILL.

AIR DRIED GRAIN

(NOT KILL DRIED)

The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels capacity and up.

"Ellis Grain Drier"

Macdonald Engineering Co.

Sole Manufacturers

549-553 Monadnock Building, Chicago

HESS GRAIN DRIERS MOVE QUICKLY

On the 9th inst., at 4:30 P. M., at our downtown offices, we received Patton-Hartfield Grain Company's (Memphis, Tenn.) order for an "Ideal" Hess Drier. Early on the 10th our shipping clerk had it, and before night on the 10th, that drier was loaded and on its way to Memphis.

Our service is prompt, which means much, when there's hot grain waiting.

Can we serve you?

HESS WARMING & VENTILATING CO.

907 Tacoma Bldg.

CHICAGO

ELEVATORS FOR SALE.

FOR SALE—Elevator and residence. Lock Box 15, Bradshaw, Nebraska.

HAVING DECIDED to change my business, I offer my grain and coal plant for sale. J. B. Fowler, Larrabee, Ia.

ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

KANSAS AND OKLAHOMA elevators and mills for sale. Address Fayette Bennett & Co., Topeka, Kansas.

ELEVATOR on E. J. & E. and B. & O. R. Rs. at McCool, for sale. Good location. Address L. H. Robbins, McCool, Ind.

FOR SALE—30,000 bu. elevator in central Illinois on C. E. & I. R. R. Handle 300,000 bu. yearly. Address J. Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—10,000 bu. elevator and 800 ton hay storage in good territory, central Northern Ohio. Address Miller, Box 11, Grain Dealers Journal, Chicago, Ill.

OHIO BARGAIN—An up-to-date elevator, doing good business on Big 4. Plenty of cars. If you are ready to buy, write to Ohio, Box 2, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS on C. & A. within 80 miles of Chicago for sale; combined capacity over 100,000 bushels; annual shipments 300,000 bushels. Address J. M. Maguire, Campus, Ill.

ELEVATOR in western Indiana; ear corn station; no competition; fine farming country; gravel roads; handles annually 200,000 bushels. This is good. Address J. M. Maguire, Campus, Ill.

FOR SALE—Good 20,000 bushel elevator in eastern Iowa, doing business of over 100,000 bushels; only elevator in county seat. Price \$6,000. Iowa Mill & Elevator Brokers, Independence, Iowa.

TWO ELEVATORS for sale in north central Indiana on best grain road in the state. Conditions favorable. If you want these, worth the money, write. Address Hin, Box 2, Grain Dealers Journal, Chicago, Ill.

WILL EXCHANGE for land or sell, elevator in Ohio handling 150,000 bu. yearly. Modern and up-to-date equipment; built only 3 years ago. Address Vox, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A 30,000-bu. elevator, scales, sheds, office, etc. in good grain center. 80 to 100,000 bu. oats per year; other grain accordingly. Plant 4 years old in good repair. Located at Morral, Ohio. Dissolution sale. Address Jos. A. Irely, Espyville, Ohio.

ELEVATOR FOR SALE 100,000 bus. capacity. Doing an actual business of 500,000 bus. Located in best grain district of Western Ind. on the Chicago & E. Ill. R. R., about 100 miles from Chicago. The plant has first class equipment and is in perfect order. Write for full description and particulars to Box 3, Freeland Park, Ind.

ELEVATORS FOR SALE.

40,000 BUS. elevator for sale; situation in Southern Illinois; capacity 5,000 bus. per day; only elevator in place. Price and reason for selling given on application. Address Namtak, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR and coal business in S. E. Nebraska, on B. & M. R. R. for sale; 25,000 bushels capacity; hopper scales 42,000 lbs., gasoline engine. All in good order. Good business. Address Tam, Box 9, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—The best elevator proposition in southern Nebr. On B. & M. R. R.; 30,000 bu. capacity; new 22-H.P. Howe gas engine; only one other elevator; a good money maker. Address—Ross, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

FOR SALE—One of the best all-round country elevators in the best country on earth, eastern Kansas, paying 25 per cent; no competition. Price \$8,000. No trades. Easy terms to good grain man if desired. Address Abc, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale. 14,000 bu. cap., new and modern in every way; 13,000 bu. ear corn goes with it. Located on Burlington Railroad in southern Nebraska. Would trade for good land in Nebr. or Kan. Address R. E. S., Box 1, Grain Dealers Journal, Chicago, Ill.

A FIRST-CLASS—up-to-date 30,000 bu. elevator, hay, flour and coal house doing a good business in western Ill. in county seat 3,000 population, for sale or exchange for a good farm. Reason for selling on application. Address I. L. L., Box 2, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR in northwestern Indiana for sale. Capacity 40,000 bushels, steam power, sheller, cleaner, hopper scales; will handle 130 to 150,000 bushels per year. Coal, feed and building material also handled. Address Retlaw, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two Modern Elevators, one situated in western Minnesota and the other in eastern No. Dak., both on the Soo Line. One has a capacity of 25,000 bu. and the other 35,000 bu., both cribbed and strictly modern in every way. Good business, good competition, good reason for selling. Address L. B. 713, Sioux Falls, S. D.

ELEVATOR, COAL BINS, HAY Barn and ground for sale in Brown County, Kansas. Elevator 8,000 bu., has auto. hopper and Fairbanks wagon scale; 8-H. P. Witte gas engine, all in fine condition. Hay barn, 3 cars; coal bins, 250 tons, sales on coal run 2,000 tons annually. No competition on grain or coal. Party wishes to retire from business after 30 years. No better location could be found. O. D. Hollis, 211 Board of Trade, Kansas City, Mo.

ELEVATORS FOR SALE.

OUR ELEVATOR located at Irwin, Union Co., Ohio, is for sale. Plant was built last year and is first class in every respect. New office 3 rooms, also ware rooms and cribs. On Big Four R. R. No trouble to get cars. Best reasons for selling and will make price right if sold at once. Write to R. B. Gordin, South Solon, Ohio.

LOCATIONS FOR ELEVATORS

GOOD LOCATIONS for elevators and other industries on the line of The Belt Ry. of Chicago. Low switching rates and good car supply. For further information address—B. Thomas, Pres., Room 11, Dearborn Station, Chicago, Ill.

MISCELLANEOUS.

FOR SALE, stock in good mill paying 23% annual dividends. Write A. H. Bennett & Co., Topeka, Kansas.

JOHN A. RICE Elevator and Mills Broker, Frankfort, Ind. Prompt and reliable service. Commissions only.

ADDRESS WANTED of H. M. Talcott, formerly of St. Joseph, Mo. Address Jones, Box 11, Grain Dealers Journal, Chicago, Ill.

ARMSBY CIFER CODE WANTED—Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED of W. H. Minor, formerly senior partner of Minor, Powell & Co., St. Louis, Mo. Address C. Daniels, Box 6, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings's New England Telegraph cipher. Must be in good condition. Address Jennings, Box 6, Grain Dealers Journal, Chicago, Ill.

INFORMATION WANTED: Who compose the Union Grain & Hay Co., of Louisville, Ky.? Where were they previously engaged in the business? Hoosier, Box 2, Grain Dealers Journal, Chicago, Ill.

50-BBL. ROLLER process flour mill, grain, lumber, coal and hay business for sale; also good residence of 10 rooms will be sold with mill. Anyone wanting this property write at once, as it will be sold soon. Address Risser Bros., Rawson, Ohio.

FOR SALE OR TRADE.

Elevators, Mills, Hotels in Indiana, Illinois and Iowa. An Iowa elevator at a great bargain; modern; just remodeled. Land to trade for elevators. List your properties with me. J. D. McClean, 403 North Jefferson avenue, Peoria, Ill.

FOR SALE or exchange for elevators, in northwest—store building and stock of general merchandise of about \$18,000. Located in Wisconsin about sixty miles east of St. Paul. A clean stock and paying business. Reason, manager wants to go West. Address S. E. Oscarson, White Rock, South Dakota.

ELEVATORS WANTED.

WILL BUY OR RENT an elevator in good grain territory in Ohio or Indiana. Address W. G. Horn, Plimpton, Ohio.

WANTED TO RENT an elevator. State particulars and rent per year. Address Welt, Box 12, Grain Dealers Journal, Chicago.

ELEVATOR WANTED to lease in central or eastern Kansas with privilege of buying if country suits. Address R. C. Frerking, Blackburn, Mo.

WANTED—To buy elevator at good point handling 75,000 bus. yearly. State full particulars in first letter. Address D. Kester, Pikeville, Ohio.

ELEVATOR or mill and elevator wanted, in exchange for a good improved farm. Address Dnal, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—The address of parties who have elevators to trade for western Kansas land or will buy Western land at market price. R. M. Tribble, Leoti, Kan.

ELEVATOR WANTED in central Indiana. Must be in good condition and show plenty business. Give full information in first letter. Address A. B. Cohee & Co., Frankfort, Ind.

WANTED to buy or rent an elevator in good grain territory in Western Ohio or N. E. Indiana. Prefer a town with from 2,000 to 4,000 population and no competition. Address W. D. Wilson, Burbank, O.

ELEVATORS WANTED in Nebr. or Western Iowa; 4 or 5 good stations, at points where 150,000 to 200,000 bu. per year is handled. Will exchange or sell 700 acres fine land in central Nebr. worth \$30 per acre, or \$21,000. References, K, Box 1, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

THE SECRETARYSHIP IN A CORPORATION of \$25,000 is open to a man experienced in the Grain and Hay Trade. He would be expected to have charge of the books and be a general office man. Must have from \$5,000 to \$10,000 to invest in the Stock of the Company. His salary would depend on his efficiency as an all around office man. Located in city in Illinois. Address Office Man, care of U. S. Brokerage Co., Decatur, Ill.

FOR SALE—HAY business and 1,000 ton Hay Barn; Ind. Ter. 75 miles south of Kansas line. 27½c hay rate to Chicago, 13 to Kansas City. Barn equipped with patent elevators for hoisting and placing hay 35 ft. high, almost anywhere it is wanted and faster than a man can dump on the bales. Scales and all kinds of hay tools and machinery. Reason for selling: Dissolution of partnership, one member of firm going south on account of ill health; other will continue the business here in Kansas City and can't look after hay barn so far away. This is a snap for a good hay and grain man. Will show books to prove profits. Write for particulars or call on Woolsey-Stahl Hay Co., Kansas City, Kansas.

SITUATIONS WANTED.

POSITION Wanted as buyer in good locality. Address Buyer, Box 2, Grain Dealers Journal, Chicago.

POSITION WANTED by man of experience, with good reference as manager of grain business. Address L. B. No. 8, Heartwell, Nebraska.

SITUATION WANTED by man of experience, with good reference, as manager of country grain business. Address J. T. M., P. O. Box 114, Nichols, Iowa.

POSITION WANTED with good hay and grain company. Can fill any position; 8 years' experience, good reference. Address Linn, Box 2, Grain Dealers Journal, Chicago.

SITUATION WANTED by expert grain and seedsman, as Buyer, Inspector or Solicitor. Highest references. Address Martin Wade, care Hunt's Hotel, Chicago, Ill.

POSITION WANTED as manager of house or as engineer in elevator. Understand cleaning machinery and can do all kinds of repairs about an elevator. Address Lad, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by married man, 5 years' experience in weighing and taking in grain, can keep books, best of references as to ability and honesty. W. S. Porter, Jamestown, Ind.

WANTED to correspond with parties who have a good grain point and wish an experienced man to manage same on the share and furnish half of the working capital. Address Ben, Box 2, Grain Dealers Journal, Chicago, Ill.

ONE INSERTION DID THIS

You may take my ad out for "Situation Wanted," as the first paper out secured me a good place. I am glad I used your paper for the ad as it will always bring good returns.—ALFRED CRAM, Shannon, Ill., Jan. 3, 1907.

SITUATIONS WANTED.

WANTED by March 1st, a position as second man in country elevator. Have had 12 years' experience in grain and implement business. Understand steam engineering thoroughly and gasoline engine fairly well. Am employed till March 1st and can furnish references if necessary. Address Box 182, Moville, Iowa.

HELP WANTED.

WANTED—Capable and experienced young men of good habits to take charge of country grain and lumber stations. State age, salary expected, if married or single. Give references. Nye Schneider Fowler Co., Mason City, Iowa.

PARTNERS WANTED.

WANTED—A partner with \$15,000 to start two elevators in North Dakota; new and good territory. Address, Retort, Box 12, Grain Dealers Journal, Chicago, Ill.

DO YOU wish to sell an interest in your business to some live man or are you looking for an opportunity to invest where you can also give your services. An ad in the PARTNERS WANTED column of the Journal will be read by all progressive dealers. Try it.

MILLS FOR SALE.

FOR SALE—A 65-bbl. steam mill, together with dwelling; fine location; very cheap. Address C. J. Wagner, Salmon, Ida.

100-BBL. flour mill with wheat and rye system for sale. A good chance for any one wanting a mill. Address Anton Grall, Whitelaw, Wisconsin.

MILL AND ELECTRIC light plant; valuation \$10,000, for sale cheap. Could be moved to progressive new town. Address Barnes & Shaffer, Washpeton, N. D.

FOR SALE—A 60-bbl. mill located in southern Ohio; excellent location; fine wheat location. For full particulars and description, address Bargain, Box 12, Grain Dealers Journal, Chicago, Ill.

75-BBL. Nurdyke & Marmion Mill, sifter system, good exchange trade. Good elevator handling 4,000 bus. corn. Corn meal and feed machinery for making 150 bbl. meal; located on Ry. Selling account ill health. Starbuck, Earley & Stryker, Port William, O.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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Gentlemen—Enclosed find One and ⁵⁰/₁₀₀ Dollars (\$1.50) for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator.....

State.....

.....bus.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h.p. Temple Pump Co., 15th Place, Chicago.

THE BEST line of gasoline engines for sale. Kenney Machinery Co., 124-128 S. Capitol Ave., Indianapolis, Ind.

FOR SALE—One 10 h. p. Atlas engine in A No. 1 condition. Address Paul O. Moratz, Bloomington, Ill.

SECOND-HAND 10-h. p. gasoline engine for sale, good as new; bargain. Shadegg Eng. Co., 315 So. 3rd St., Minneapolis, Minn.

FOR SALE—One 25-H. P. steam engine in good repair. Have sold boiler and will sell engine at bargain. Address Geo. H. Crawford, Mendon, Mich.

GASOLINE ENGINE for sale; 20-H. P. St. Mary's, in first class condition. Will sell at once. Write for price and information. Chas. F. Naber, Fairmount, Ind.

HORIZONTAL air cooled engines in three sizes 1½, 2½ and 5-H.P. for sale. Designed and built for business. Address Air-Cooled Motor Co., Lansing, Mich.

FOR SALE, new 2½ H. P. Webster gasoline engine, \$80.00; new 2 H. P. National gasoline engine, \$70.00; second hand 3 H. P. Norman gasoline engine, \$50.00. H. Pittinger, 40 Dearborn St., Chicago.

FOR SALE—Slightly used engines of different makes, sizes 2 to 25-H. P. Have all been put in first-class shape and will sell cheap. Address Witte Iron Works Co., 526 West 5th st., Kansas City, Mo.

SECOND-HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE—One 46 horse-power and one 26 horse-power Howe gasoline engine, both almost new and guaranteed as good as new, can be seen in operation at Quaker elevator, Minneapolis, Minn. Stewart Elevator Co., Minneapolis, Minn.

MACHINES FOR SALE.

FOR SALE—Ideal car loader. Good as new. Address T. B. Marshall & Co., Kirkwood, Ohio.

FOR SALE—One Bowsher mill with bagging elevator, first class condition; one 20" Sprout & Waldron Vertical Buhr Mill, nearly new. Munson Bros. Co., Utica, N. Y.

FOR SALE A No. 17 Clipper mill good as new; has full set of 20 screens suitable for cleaning peas, beans and grain; also long cone pulleys. Cost \$100. Our price is \$50. f. o. b. Petoskey. Address Darling & Beahan, Petoskey, Michigan.

FOR SALE.

1 36-inch Foos Attrition Mills.
1 Large Perfection Dust Collector,
1 Daisy Feeder.
2 24-inch Hay Cutters.
1 Avery Thresher Self Feeder.
Above in good order, but unsuitable for milling alfalfa. Address

M. C. Peters Mill Co.,
Omaha, Neb.

ENGINES AND BOILERS.

FOR SALE an Atlas Automatic 65-H.P. steam engine; one 75-H.P. Boiler and 40 ft. new stack; one No. 2 Dean Hot Water Boiler feed and all connections for \$400. All in first class shape. J. M. Hornung, Greensburg, Ind.

ENGINE of St. Louis Iron & Machine Co.'s make for sale; right-hand girder frame; corliss 18x42 cylinder; 15 foot band wheel; 25 inch face, 6¾ bore, also shaft for same, 11 ft. 9 in. to face of coupling. Flange coupling 18 ins. diameter; also 100 feet 23 inch belt. All been in use about three years and in first class condition. Inspection invited. Also an Atlas boiler 16x72, with 78 four inch flues. Address Bernet, Craft & Kauffman Milling Co., St. Louis, Mo.

Engines, Boilers, etc.

12x36 Corliss engines, also many larger sizes.

14x14 and 13x12 Ideal automatic engines, and larger and smaller engines of this class.

8x9 Throttling Governor engine; other sizes up to 26" cylinder.

Boilers 54x14, 60x16, 66x18, 72x18; also water tube and firebox boilers.

Hugh W. Dyar,

204 Dearborn st. Chicago, Ill.

MISCELLANEOUS FOR SALE

BOILER COMPOUND—Keeps boilers clean; removes scales; insures longevity. All elevators need it. Write for prices. Davey & Co., Grand Av., Chicago.

GRAIN TESTERS.

Two quart testers, one quart testers, one pint testers, the best are cheapest, we have the best, write us for prices. A. S. Garman & Sons, Akron, O.

MACHINERY FOR SALE.

1 second-hand 40 H.P. horizontal steam boiler, return flue,

1 second-hand 15 H.P. horizontal Atlas steam engine;

1 second-hand Cochrane Open Heater for 60 H.P. boiler,

1 second-hand steam boiler feed pump for 60 H.P. boiler,

1 second-hand Snyder Hughes Duplex horizontal steam pump having 12"x12" steam cylinder and 10"x12" water Cylinder, a 6" suction and 6" outlet. Also pipes, pulleys and valves for connecting this machinery. All practically as good as new and are in the way and must be sold. J. R. Marsh, Cedar Vale, Kansas.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

SHIPPER

are continually consulting these pages. If you want their business, use space in the Grain Dealers Journal

GRAIN FOR SALE.

KAFFIR CORN and chicken feed wheat for sale. Get our prices. Address The A. R. Clark Grain Co., Wichita, Kans.

WANTED—Everybody that wants white kaffir corn to know that J. C. Haines & Co., of Augusta, Kans., are located in the principal kaffir corn belt and invite correspondence. Address J. C. Haines & Co., Augusta, Kansas.

GRAIN WANTED.

KAFFIR CORN and Milo Maize for sale. Write us. Lorenz & Geis, Cordell, Okla.

BUCKWHEAT grain in local or car lot shipments wanted. McKenzie Cereal Food & Milling Co., Quincy, Mich.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

WE WANT CARS or mixed cars No. 2 grades Kaffir corn, Milo maize, Jerusalem corn, Hungarian, Millets, Wheat, Screenings, Canes, Buckwheat, Oats, etc. Mail samples, quote f. o. b. here. H. W. Buckbee, Rockford, Ill.

FERRETS FOR SALE.

FERRETS, fine working stock, prices low. C. & L. Phelps, Dept. Y, Nova, O.

FERRETS successfully clear buildings from rats. \$3.50 per pair. Circular free. E. R. Gibbs, Norwalk, Ohio.

6,000 FERRETS. Clear your buildings from rats. Descriptive Ferret book and price list sent free. Address Levi Farnsworth, New London, Ohio.

HAY WANTED.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

WE CAN PLACE more medium and low grades of HAY at this time than we are receiving. Shippers will find it to their advantage to correspond at once. Blake & Farrar, Chamber of Commerce, Baltimore, Md.

IF YOU WANT

regular country shippers to become familiar with your firm name, place your "ad" here :: ::

SEEDS FOR SALE.

CLOVER, ALSYKE SEED for sale. Address Walter G. Trumpler, Tiffin, O.

TWO CARS Golden Vine Field Peas for sale. Will Curtis, Reed City, Mich.

KHERSON SEED OATS for sale. W. H. ROE, S., F. & G. CO., Kearney, Neb.

HUNGARIAN SEED. Send for samples and prices to C. E. Nichols & Co., Lowell, Indiana.

MILLET, CANE SEED, Kaffir Corn, Alfalfa and all kinds of Grass Seeds for sale. Address J. G. Peppard, Kansas City, Missouri.

WHITE, WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

FOR SALE—All kinds of seeds, clovers, timothy, Red Top, Blue Grass, etc. Write for samples and prices. Ohio Valley Seed Company, Evansville, Ind.

THE OHIO SEED COMPANY TOLEDO, OHIO

Clover, Timothy and all kinds of Field Seeds

Ask for or send samples and we will quote prices.

Correspondence and Consignments Solicited.
SPOT AND FUTURES.

No Buckhorn in our Clover Seed

Little Red, Mammoth, Alsye

Home Grown, Pure Stuff

Write for Samples and Prices

BOURBON ELEVATOR CO., Bourbon, Ind.

CLOVER SEED FOR SALE

We are the largest dealers in the heart of the clover producing section and buy only home grown seed. No foreign seed handled. Can furnish Mammoth, Medium and Alsye at all times.

WRITE FOR SAMPLES.

Straus, Ackerman & Co.

ALBION, INDIANA.

Grain dealers and elevators at Avilla, Albion, Cromwell and Syracuse, Indiana.

SEEDS FOR SALE

**HIGH GRADES
RED CLOVER
and ALFALFA**

Write for Samples and Prices

WM. G. SCARLETT & CO.
BALTIMORE, MD.

SEEDS FOR SALE.

SEED BARLEY AND SEED OATS raised on Mississippi Bluffs, clean, heavy and bright. Write us for samples and prices. R. E. Jones, Co., Wabasha, Minn.

ALFALFA, millet, cane seed, kaffir corn, popcorn, and other Kansas Grown Seeds for sale. Write for samples and prices. Barteldes Seed Co., Lawrence, Kan.

FARM SEEDS FOR SALE. Swedish Select Oats; re-cleaned and treated for smut 50c per bu. Clover seed \$9.00 per bu. Timothy \$2.00 per bu. Bags 20c each. R. W. King, Kings, Ogle Co., Ill.

WESTERN HEADQUARTERS for Western grown Alfalfa, clover, timothy, millet, sorghum and Kaffir corn. Write for prices to Missouri Seed Co., Kansas City, Mo.

MEDIUM CLOVER—We have it! Our prices are right. Ask for samples. Grown in Northern Indiana only. Also Mammoth and Alsye. Get our prices before you buy. Don't forget it! O. Gandy & Co., South Whitley, Indiana.

REDDTOP-TIMOTHY.

A postal will bring samples, prices, etc. We are largest cleaners, and handlers of seeds in Southern Ill. All seeds bought direct from farmers and offered you in car lots or less.

SCHULTZ SEED CO., Olney, Ill.

SEEDS.

Buy or Sell.

Clover Timothy, Millet and Blue Grass.

B. F. Adams,
Seed Merchant, Peoria, Ill.

ALFALFA—We have several cars of the very best seed obtainable. Write for prices. Ask for circular A-1, which gives full instructions for growing. We'll give you one or sell any number for 5c each. J. E. Wing & Bros., Box 2, Mechanicsburg, O. Branch office Box A-1, Eutaw, Alabama.

SEEDS—We buy and sell CLOVER, TIMOTHY, RED TOP, MILLETS, POP CORN, KAFFIR CORN, CHICKEN FEED GRAIN, ETC. WRITE US. DO IT NOW. Sample envelopes for the asking. The ILLINOIS SEED CO., CHICAGO.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

POPCORN WANTED.

POP CORN WANTED—Correspond with us. Bradshaw Co., 72 Park Place, New York, N. Y.

FLOUR FOR SALE.

OUR BLENDED flour Gerbelle makes baking day a delight. Try it. If you can't use a full car, we can fill it out with feed or grain. The Goshen Milling Co., Goshen, Ind., U. S. A.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

WANTED—ONE CAR of pure Big Four White Oats for seed. Address Moberley & Co., Windsor, Ill.

CLOVERS AND TIMOTHY seed wanted. Mail samples and quote C. L. & L. C. L. f. o. b. here. H. W. Buckbee, Rockford, Ill.

CLOVER SEED WANTED—Mail samples and quote, high grades, Medium and Mammoth. Address C. C. Norton's Sons, Greenfield, Ohio.

MAMMOTH CLOVER, Timothy, Cane Seed, German, Siberian, Early Fortune and Broom Corn Millets. Send samples to J. G. Peppard, Kansas City, Mo.

SEEDS WANTED: clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second Str., Louisville, Ky.

KAFFIR, MILO MAIZE, Millet, Sorghum wanted. Write nearest office.

E. R. & D. C. Kolp,
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Grain, Clover & Grass Seeds,

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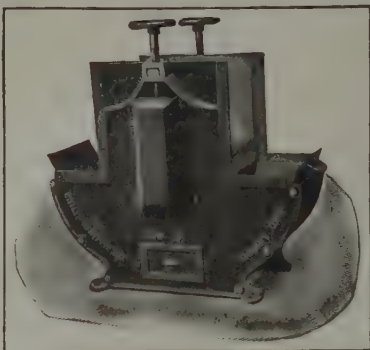


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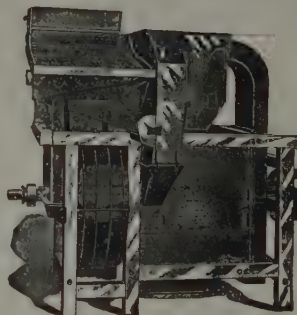


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N. W. REPRESENTATIVES

Strong-Scott Mfg. Co., Minneapolis, Minn.

1907 ANNOUNCEMENT

HUNTLEY MFG. CO.

SILVER CREEK, N. Y.

In making our annual announcement for the year to come, it is very fitting and proper to make some mention of the business done during the past year.

Never in the history of our business have we been so busy, nor has ever the aggregate total of business done, reached the figures of the year just closed, which speaks eloquent testimonials for the merit and superiority of Monitor Machinery.

Our capacity has been taxed to its utmost, and large additions to our manufacturing plant are already in progress, and we know that from initial orders received for delivery during 1907, the coming year will be even larger than the year just closed.

In addition to the increase in our manufacturing plant during the coming year, we contemplate the introduction of several new machines, at an early date.

We thank our customers for their patronage during the past year, and we shall be glad to look after their machinery needs during the coming year.

No order is too large for us to handle, and none is too small for us to give careful attention. We refer prospective buyers to any user of Monitor Machinery, as to the satisfaction with which it operates, and ask consideration of our claims, as to Monitor superiority, in booking your orders for 1907.

We ask your consideration of, and inspection of, the merits of the following machines for the coming year.

Monitor Warehouse Separators, Monitor Receiving Separators, Monitor Milling Separators, Monitor Scourers, single and two high; Monitor Oat Clippers, Monitor Barley Scourers, Monitor Corn Scourers, Monitor Flour Packers, Monitor Sack Packers, Monitor Iron Front Friction Clutch Bran Packers, Monitor Drop Gear Bran Packers, Monitor-Draver Dust Collectors, Monitor Magnetic Separators, Monitor Cockle Cylinders, Monitor Roller Buckwheat Shuckers, Monitor Buckwheat Scourers and Special Cleaning Machines for all classes of work, Seeds, Flax, Barley, Malt, Rice, Etc., Scourers, Separators and Packers, built all steel construction.

HUNTLEY MFG. CO., SILVER CREEK, NEW YORK

BRANCH OFFICES—302 Traders Building, Chicago, Ill., F. M. Smith, Agent. 121 Front St., New York, N. Y., J. W. Perrine, Agent. 315-318 4th Avenue, So. Minneapolis, Minn., A. F. Shuler, Agent. Akron, Ohio, A. S. Garman, General Agent. Mississippi and 17th Streets, San Francisco, Cal., Berger-Carter Co., Pacific Coast Agents. 10 Board of Trade, Kansas City, Missouri, H. C. Draver, Southwestern Agent.

SOLD MARKS SIGNIFYING QUALITY
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JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY

GRAIN DEALERS JOURNAL

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value of The Grain Dealers Journal as a medium
for reaching the grain dealers and elevator
men of the country is unquestioned.
The character and number of advertisements
in its columns tell of its worth. If you would
be classed with the leading firms, place your
announcements in the leading Journal.

Letters

on subjects of interest to those engaged in
the grain trade, news items and crop reports
are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., JANUARY 25, 1907.

LEAKING spouts and elevator legs waste more daily than the cost of repairing them. Mixing of grains often causes more loss than cost of entire new leg casings.

DISINTERESTED careful weighmen are needed in every cleaning, transfer and storage elevator. Where weighmen are in the employ of the elevator company, the temptation to favor the employer is frequently irresistible.

DO NOT let the friends of the railroads mislead you. The shipping public is sorely in need of a demurrage law which shall be practically reciprocal. Write and wire your representatives in Congress to support House Bill 23558. Do it NOW.

SEEKING GASOLINE LEAK with a lighted lantern is a sure and quick way of finding it. Anyone who doubts this can get the affidavit of an experienced searcher by addressing J. L. Simmons, Eaton, Ind., who was painfully burned about the head and hands recently while hunting such a leak at his grain elevator.

A MINNESOTA farmer recently became dissatisfied with the practice which is common there of taking 50 lbs. of barley for a bushel and brot suit to collect for the difference. Shortly thereafter, however, he thot better of the grain buyer and accepted settlement on the basis of 50 lbs. Since this all has been peaceful at Skyberg, and 50 lbs. make a bushel.

A FABLE without a moral is something very unusual, yet owing to the oversight of printers such appeared on page 30 of the Grain Dealers Journal for January 10. The moral is very clear to those who read between the lines, but Mr. Square Deal insists that we give it for the benefit of the Grain Inspection Departments who now are hesitating, to-wit: "MORAL: Get out into the straight open highway before the heat of internal friction and dissension starts a forest fire. The smell of burning rubber is very of-fensive."

FIRE BUCKETS continue to sustain their good reputation established thru years of faithful and efficient service. Out of eighty-three fires reported to the Grain Dealers National Insurance Co. during the last four years, eight of these fires were extinguished thru the prompt use of brine in barrels placed at convenient points about elevator. The insurance alone on these eight risks was \$62,900, so it may be that the fire barrels and buckets in these eight elevators have prevented a fire waste of over \$100,000. No elevator man can afford to continue business without this cheap apparatus for extinguishing blazes in their incipency.

OPEN CRIBS are cheap to construct but very expensive to use. It would be far better to pile the grain on the ground and use the material as a water shed. Indiana has many farmers who are firm believers in the open crib and they persist in using it to the exclusion of the right kind, with the natural result that much corn is spoiled and the buyers who handle the grain are sorely disappointed by the results. The rain, sleet and snow of recent weeks have caused a rapid depreciation of many thousand bushels of grain in the Hoosier state. No doubt many offenders are to be found in the other corn states, but it does not seem possible that such an expensive practice can be so common anywhere else.

UNIFORM GRADES continue to gain friends and supporters. Minnesota's joint State Inspection Board is the last to accept the rules recommended by the Uniform Grade Congress. This latest convert to simplicity and uniformity is a most important addition to the ranks of the progressive leaders. Philadelphia, on the other hand, has accepted the rules "to be adopted officially when all of the other Atlantic Seaboard ports adopt them." Philadelphia should jump into the band wagon and encourage all the markets to do likewise. Let the trade have simple uniform rules everywhere. Unless the dealers themselves soon show a willingness to deal squarely in the matter of grades and inspection, the government will have a much stronger excuse for taking control of the inspection of grain everywhere.

FREE SEED distribution has again received a discouraging set back at the hands of the House Committee on Agriculture, which has decided to recommend the discontinuance of this hoary graft. The different associations over the country and many individuals have protested against this abuse so vigorously and frequently during the past few months the wonder is the House Committee did not strive to forget and ignore this little steal from Uncle Sam.

RECIPROCAL DEMURRAGE has received a serious set back at the hands of the railroad officials who have actually convinced a number of intelligent gentlemen that such a law would encourage and assist railroads in giving rebates to large shippers in defiance of any and all laws. If the railroad officials are disposed to favor certain shippers they can do so much easier under the present demurrage regulations than they could under reciprocal demurrage rules and what is more, they do it. Many large shippers have yet to pay for the delay of a car yet they always get what they want promptly even tho a railroad company finds it necessary to deny cars to the small shipper who has been waiting much longer. The argument that it would promote rebating has no merit whatever. If it has, then fines and imprisonments should be provided sufficiently to discourage any tendency for favoritism which carriers may have. Until we have a good reciprocal demurrage law and it is rigidly enforced, earnings will be diverted to the payment of dividends instead of to the purchase of rolling stock.

POLITICIANS who believe in the government doing everything and especially inspecting grain should read of the recent lightning changes in the Warehouse Commission and the Inspection Department of Missouri, where the grain dealers or the grain growers or the grain consumers have no voice, no rights but are required to pay the usual fee for the services of the so-called grain inspector whether or not he knows railroad spikes from corn. The Chief Inspector, who has been trying to get competent men in the department, was thrown out and a lot of cheap ward heelers given places they could never have obtained were the grain inspection department managed by a commission made up of one grain shipper, a grain commission man and a central market buyer. The grain trade has suffered much at the hands of the ward politicians, who have insisted upon managing the grain inspection department to suit their whims. Were the inspection taken over by federal authorities the work would be done with even less consideration of the rights of those interested. For 15 years the cotton trade complained of the leaks in Crop Reporting Buro and even paid damages for what was then thot to be libel, until the offenders were finally caught. It would take even longer to work a reform in a federal grain inspection department.

The Car Famine.

[Continued from page 107.]

Garrison, N. D.: (1) Ten cars have been delivered to the elevators here in the past three weeks. Local market is blockaded. (2) Have not loaded to exceed 12 and part of those are still in the yards here, not having been moved out. (3) We estimate from inquiries we have made from various farmers in our community that from 25% to 40% of the grain is still to be marketed which would have been delivered had cars been supplied to the local market. (4) Hard to estimate but loss must have been considerable. It is estimated that in outside bins and in the open there are now 125,000 bushels of grain besides 150,000 to 160,000 bus. that the elevators can hold of themselves.—Robinson McCray Eltr. Co.

Conway, N. D.: Have had no trouble getting cars. (2) Three. (3) Three (4) Nothing. (5) No.—Atlantic Eltr. Co.

Arthur, N. D.: We have loaded out 27. The reason we have not been able to load is they were set out at the station, being unable to haul them; otherwise we would only have been furnished nine. (3) Would have loaded out 100. (4) I don't know about the other company but this company has lost \$2,000. (5) We lost money by selling to arrive in Nov. and were not able to get cars to fill sales.—Farmers Elev. Co.

Clifford, N. D.: The car situation here is simply rotten. It could not be worse under any circumstances. We have shipped out since Dec. 1, 25 cars of grain. These cars have been distributed between four elevators which are full to the roof with a storage capacity of 300,000 bus. in all. There is no prospect of relief in the future. I have in the house about 80,000 bus. of grain to go out between now and Apr. 1, and unless we get cars soon we will have a lot to pay baxty on. Our elevators have not more than half the time on account of no cars. We have lost from this station at least 40,000 bus. of grain. The railway companies really have no excuse to put up in regard to this car shortage. They have been trying to curtail their expenses too much and have gotten behind with their work. The fuel situation is very bad all over the state.—F. M. Smith.

Dazey, N. D.: The N. P. Ry. is just simply dead. If cars were plenty we could have handled on this crop 300,000 bus. of grain in place of 90,000 bus., and 45,000 bus. of what we have but is on hand. We have not had freight for 10 days now.—Dazey Eltr. Co.

Elsberry, N. D.: (2) Not any. (3) Ten. (5) No.—Farmers Eltr. Co.

Coal Harbor, N. D.: (2) About 3 cars. (3) 13. (4) 40 per cent. (5) Yes.—Lyon Eltr. Co.

Balaton, Minn.: We have had difficulty in getting cars. (2) 50. (3) 50. (4) Nothing. (5) No. No houses have been closed for want of cars this season.—Geo. A. Tate.

Wessington Springs, S. D.: (2) 120. (3) 120. (5) No.—E. E. Sidman.

Pawnee, Okla.: Since Dec. 1 30 cars of grain and chop have been loaded. (3) At least 60. (4) 50 per cent. (5) Yes. Lack of cars has decreased earning capacity at least 50 per cent. We have coal in transit from mines 112 miles distant, for 10 days and are shut down for want of fuel.—Pawnee Mill & Eltr. Co.

Alva, Okla.: We have been out of business much of time. (2) 65. (3) Twice as many more. (4) Several hundred dollars. (5) We always sold on condition of getting cars.—E. D. Drake & Co.

Thomas, Okla.: Elevators are all filled up and no cars in sight. Two-thirds of corn crop piled on ground and the rainy weather has put it in bad shape. Have 20,000 bus. myself on the ground.—C. Swinehart, agt. Hobart Mill & Eltr. Co.

Danbury, Neb.: We experience more trouble in getting our cars to market in due time. The situation with us is no more than has always been, but seems though it takes a car from 10 days to two weeks to arrive at destination. We manage to secure cars that are being unloaded with stuff shipped in.—Farmers Shipping Ass'n.

Fairfield, Neb.: We have had plenty of cars. Think this town is the only place around here that has had plenty of cars. 145 cars loaded since Dec. 1.—Fairfield Eltr. Co.

Flora, N. D.: We have certainly had our share at this point of the car shortage and the last car we had was billed out Dec. 10, and was left here until the 28th before taken out of the yard, and there

have been cars left here after being loaded even longer. The agent here informs us that 11 cars have been shipped from this station since Dec. 1st. We have had no train now, Jan. 12, for four days and mail but three times this month namely on the 5th, 7th and 11th. I think that 100 cars could have easily been shipped out from the three elevators here during December had we had the cars, and can safely say that our elevator has lost at least \$1,000 by not getting cars and all business have suffered to a great extent. About Nov. 30th we were obliged to buy in to fill sales made earlier in the month and we paid 73c for durum only to receive 66c a few days later, cars being from three to six weeks on the road. We have no wheat on the ground here but have some in bin and in about 20 wagons and grain tank. They are now very nearly all covered with snow.—Flora Elevator Co.

Clifford, N. D.: Our elevators have been closed more than half the time on account of no cars to be had. We have lost from this station at least 40,000 bus. of grain thru the inability to obtain cars enough to keep our houses open to handle the stuff. We have had to the present time on the new crop shipped about 80 cars of grain from this station against 200 cars last year in the same length of time. The Railway Companies really have no excuse to put up in regard to this car situation. The fact of the matter is they have been trying to curtail their expenses too much and have got behind with their work and the people have been put to a great deal of inconvenience all over the state.—F. M. Smith, agt. St. Anthony & Dakota Eltr. Co.

North Dakota Elevator Men Organize.

Independent and farmers elevator companies held a meeting Jan. 16th at Fargo, N. D., for the purpose of establishing a permanent organization. The Independent Shippers Assn. and the N. D. Eltr. Assn. have merged and will be known as the Independent Shippers Assn. The membership comprises about fifty farmers and independent eltr. companies in N. D. The following were elected officers: A. J. Kildahl, pres.; O. G. Major, vice-pres.; E. Beissbarth, secy.-treas. The object of this assn. is the control of the shipping and marketing of grain not only thru the country eltrs. but also the handling of it in the terminal eltrs. at the head of the lakes.

H. B. Sherman, of the American Society of Equity, urged the farmers of the state to form farmers' eltr. companies and an independent eltr. assn. He said he did not believe that such an organization alone could accomplish all that would be desired and that before long they would find it to their interests to join the national organization of farmers, which he represented, and which aims at the control of the market price of farm products by the farmer.

H. A. Johnson of Superior, a member of the Wisconsin Grain and Warehouse Commission, told of the long fight that Superior grain men have waged for an open market at the head of the lakes, and asked that the No. Dak. shippers give their business to Superior so far as possible.

The assn. thru resolutions declared in favor of national inspection of grain; a national car clearing house or the interchanging of cars between different railroad systems; that in the distribution of cars the blocked houses should be given the preference; a national law making the standard weights of all cereals 100 pounds.

They thought that the so called reciprocal demurrage laws as advocated at present by the press would be a detriment to small shipper. The assn. showed its appreciation of the assistance of the N. D. State Bankers Assn. to better the grain interests of N. Dak. by adopting a resolution to that effect.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

BIN BRACES.

Grain Dealers Journal: In the last number of the Journal, page 40, Bernard Moreland gives an excellent suggestion on the importance of properly bracing bins but the braces shown in his sketch are too long, as they meet in the middle of the bin walls. If the building is otherwise well designed sufficient stiffness will be given the bins, in my judgment, by having the braces start about 1/4 of the distance from the bin corner.—Yours truly, B. M.

PRECAUTIONS TO PREVENT FIRES.

Grain Dealers Journal: After much study of the preventable causes of fires in grain elevators we have sent the following letter to every one of our elevator managers:

Gentlemen:

We wish to call your especial attention at this time to the numerous elevator fires that have recently occurred throughout the country and to the fact that most of these fires have been traceable to carelessness on the part of the management and operation of the houses.

The first thing to consider is the cleanliness of the house throughout and the premises about the house.

The next thing is as to whether your bearings are all running cool and are kept thoroughly oiled.

Third, that there is no oil drip mingling with the dust underneath the bearings and on the floor below them. This should be thoroughly cleaned and kept clean at all times.

Fourth, the proper adjustment of the elevator head, belts and housing so that there is absolutely no possibility of the belts or cups touching the wood anywhere.

Fifth, the boots should be carefully examined to see that they are taking the oil and yet that there is not too much oil and that the babbiting is in good condition and that they always run cool.

Sixth, that the fuel house is thoroughly guarded from sparks and that the cobs are not allowed to run down and accumulate in front or near the boiler.

These are the main points to be watched daily. There are many others, but they are too numerous and insignificant to bear special mention at this time.

On the whole, there is nothing to be done except to be vigilant every day in the general management of the property. Have your reports of examination and care such that should a fire occur at any time you know positively just what you cleaned up the house and what condition every part of it was in.

Be sure that your water barrels are in condition, plenty of water in them and salt so that they will not freeze; Fire pails in proper place on hooks on the barrels and take every other precaution that is possible to prevent danger of fire.

You must recognize that the greatest degree of safety is only attained by eternal vigilance and you must also recognize that in event of a fire at your place that more or less reflection of carelessness is bound to come to you as manager of it.

We want to be so positive that our property is always carefully inspected and guarded that should a fire occur we will instantly know that it was unavoidable.

If there is anything wrong with the house or anything is needed that is necessary to help you to more thoroughly guard against the danger of fire do not hesitate to let us know. We must avoid fires if possible and we certainly must avoid fires caused by carelessness.

This is not to reflect on your previous

management, but is only to call your attention to the extreme necessity of not relaxing your vigilance along the lines above mentioned.

We ask that every elevator owner and manager cut this out, paste it up in front of his desk and read it every Saturday night before closing for the week to the end that all patrons of mutual fire insurance companies making a specialty of grain elevators shall be furnished reliable insurance at even a lower cost than heretofore. Very truly, Crabbs Reynolds Taylor Co., Crawfordsville, Ind.

CONDITION OF CARS NEEDS ATTENTION.

Grain Dealers Journal: A great deal has been said in regard to car shortage. Something might be said or done in regard to the condition of the cars.

Many of the cars furnished by the R. R. Co. are not fit to hold grain, especially rye. They are old, rotten, and leaky. It is not an uncommon thing to see a streak of rye along the track as soon as switching and bumping is commenced.

Close observation reveals the fact that the leaks are along the edges, corners and ends of the cars. It does seem that such cars should either go to the shops for repairs, be utilized for some other purpose, or consigned to the junk man.—N. P. Sorenson, agt. Babcock & Hopkins, Rose Lawn, Ind.

FIGHTING FOR 60% CORN.

Grain Dealers Journal: In the travels of the Ohio Seed Corn Special we found the elevator men at one of the largest corn stations had a large quantity of ear corn stored in open rail pens without cover, in a damaged condition. One remarked that if he did not take all the corn offered by his farmers (good and bad, wet and dry) his competitor would take it. At the same time each of them had more corn than he knew what to do with and was losing sleep for fear he would not get as much as his competitor.

No wonder the farmers sell their watered corn. They are offered inducements for water and not for corn. The remedy

lies with the dealer. So long as he will pay as much for 60% quality as for 100% quality and value, it is profitable for the producer to let nature supply free of cost the 40% inferior constituent and he the 60% of value in the crop. It is just the same to him in dollars and cents but disastrous to the dealer who pays for the 40% which disappears very quickly. Yours for better corn.—A Short Course Graduate.

THE CAR SHORTAGE.

Grain Dealers Journal: Do you think the public will "wake up and take notice" soon, and decide there is a "reason" for the car shortage? Why shud there be such a car shortage at this time—are there not just as many cars? Have the shipments of all goods doubled in the past year? Do we not find just as many cars—more cars—loafing on all sidings as usual? To my mind, this matter appears about like this:

The "investigations"—what right have the people, the common people, to butt into our business. Have we not had everything our way for years? Why shud we put up with these investigations by State and Federal governments? We, the railroads (and trusts). What shall we do to them? Not a thing. Simply, tie up ALL shipments; refuse to receive shipments; refuse cars—(the car shortage will cover this), and we can convince the people they must NOT butt in.

Suppose we do lose enormous sums; suppose a few freeze for want of coal. WE can tell the "investigators" it is NOT shortage of cars, but road, tracks, motive power, or any old thing. Tell them the investigations have scared capital to such an extent they will not put the money we demand, to improve and build new lines; the stockholders are alarmed and we must do something in return to frighten the public. Suppose we do bring on a business paralysis, we can and will show them they must not "butt in."

We will show them we will give rebates and passes to whom we choose, and discriminate in all cases. They cannot

indict us. Suppose they do pull a few small grain shippers for receiving rebates, what do we care? We will pay our little fine, and Jones pays the freight. We will present our employees with turkeys and other good things, raise their wages and—Jones pays the freight.

You may know there is something in this from the following: We bot two cars of lumber for a point on the C., M. & St. P. It was over seven weeks before this was delivered. Why? The C., M. & St. P. refused to let their cars go on a foreign line, and this in view of the fact it was for an industry on their line (grain elevator) and wud increase their business from that point. The other line wud not let their cars go to the mill tho it increased their business to that extent.—J. F. Younglove, Mason City, Ia.

DO NOT SIGN B/L.

Grain Dealers Journal: We have had some trouble in getting railroad agents to sign Bs/L when we had not signed.

Why is it injurious to the shipper's best good for him to sign, as shipper?—The Jay Grain Co., St. Marys, O.

Ans.: The shipper who signs a B/L signs away his rights under the common law and the statute law and agrees to the various clauses inserted in the B/L by the carrier limiting the carrier's liability for loss or damage, etc. By refusing to sign the B/L the shipper reserves all rights that are legitimately his. The railroad companies have attempted to force upon the shipping community a uniform B/L which was phrased by their attorneys to release the carriers from responsibility imposed by the common law, but owing to the strong fight against it by the shippers' organizations, this form of bill is not everywhere insisted upon. Representatives of both shippers and railroads have been holding conferences the past year at New York, Chicago, Hot Springs, Ark., and Lakewood, N. J., to decide upon the wording of a B/L that shall be acceptable to both, and are expected to conclude their labors this month.

Getting Posted on Grain Grades.



To-day the grain dealer reads all the rules and examines the samples, yet is thoroly bewildered as to how his grain can be graded as it is. He is a veritable interrogation point.

After July 1, 1907, it is hoped that neither inspectors or dealers will indulge in further guessing, but will be able to classify grain accurately and rest assured they are right.

Annual Meeting Kansas Grain Dealers at Wichita, Jan. 22-23

The ninth annual convention of the Kansas Grain Dealers Ass'n was called to order in Garfield Hall, Wichita, Kan., by Pres. L. Cortelyou at 10:30 a. m., Jan. 22. About seventy-five members were present. The president addressed the association as follows:

President's Address.

It is an honor as well as a great pleasure to call this meeting to order as the President of your Ass'n. We were honored at the last meeting in Kansas City which was held there last January with an invitation from the Wichita Board of Trade, afterward confirmed by the Mayor, and the Clerk of the city inviting the Kansas Grain Dealers Ass'n to hold its next annual meeting in Wichita. This invitation was extended so cordially and Wichita had so royally entertained us at other times that the Board of Directors decided it best to accept.

It seems proper and it is proper, that an ass'n of the State of Kansas should meet in a city in Kansas instead of Missouri and we feel that we should properly meet here.

In the State of Kansas where there is a more appropriate city than this, your city of Wichita, a live energetic place, with its young Board of Trade. A city proud of its enterprises, and justly entitled to the distinction of being called "The Peaceless Princess of the Plains." It is a great pleasure to meet the members of the Ass'n here year by year and I am very glad to extend a very hearty greeting to them.

We realize that a great many of the evils of the grain trade have been eradicated and are a thing of the past, but yet there are very grave questions coming before the Ass'n year by year, and as the influence of our Ass'n broadens, we meet these broader questions which are up before us and will be discussed I hope, fully before this meeting.

We have made up a program which I think you will all find interesting. The subjects to be discussed will be treated in a thorough manner and will I hope, meet with discussion afterwards. The subjects are very important to us as grain dealers and subjects to which we are obliged to give our attention. I hope all members will take an interest in them and give their views, discuss the subjects thoroughly.

The most important subject is car shortage. We know this is very important as we feel it especially in our pocket. We feel that we are unjustly treated, and we as grain dealers realize that the returns of our business is very seriously hampered.

It is a question of legislation which faces our Ass'n and which the grain dealers of Kansas at least are interested in. Part of that legislation is this question of delayage or demurrage law and comes up in various forms. It is questionable whether anything can be done.

I think the Ass'n should pass some resolutions as it seems only fair that if the railroads can charge a shipper for delaying in loading a car after twenty-four or forty-eight hours that the shipper has just as much right in demanding that they shall pay a like amount to him for delaying in furnishing cars. It will be a very great boon to the shipper if some such resolutions should be passed.

We have come to time again when it seems necessary to the membership and the Board of Directors that we should amend our constitution and by-laws. As our Ass'n has grown it has been necessary to change what seemed originally to be sufficient, and we would recommend that a committee be appointed for the purpose.

We also would recommend that some one should introduce a resolution to provide a different method of electing the Board of Directors. Our present Board of Directors was elected promiscuously, each person voting for three directors and the three having the highest number of votes being declared elected. This resulted in putting the whole membership of the Board of Directors in the Northeast part of the State. The Board of Directors by a resolution did what they could to rectify this matter and elected a fourth director and elected W. A. Miller, of Anthony, as the fourth Director, and I would recommend that a resolution be introduced to change the form of electing the Board of Directors so that one Director be chosen from each part of the State, from the Northeast, the Southeast, the Southwest

and the Northwest, so that each part of the state will be represented on the Board.

Our relations to the railroads, gentlemen, are of course, very close. As we are more or less dependent on them, we are aware of that, but it seems to me the railroad people of the United States and Kansas especially should give more interest to the questions which are of such vital interest to the shippers, and thereby avoid the danger of what may prove to be very drastic legislation.

Of course, we know that railroads dominate the upper House of Congress, the Senate and especially politics, and while I don't like to involve our Ass'n in politics, I feel that the Ass'n should take cognizance of this matter. It looks like it ought to go on record in some way to express ourselves as wishing that the Senate be elected by a direct vote of the people.

The meeting will be in your hands, gentlemen, and it will be up to you to make it interesting. I hope that you will discuss the questions that are up before you. It is usual that in a meeting of this kind that the affirmative will vote and no one seems to have the courage to vote in the negative. I hope every one will express his opinion freely.

Gentlemen, I thank you.

Secy E. J. Smiley read the minutes of the last meeting which were approved.

J. C. Robb addressed the meeting on the subject of "Car shortage Cause and Remedies," which is published elsewhere in this number.

A general discussion of the question followed in which many of the members took part.

E. J. Smiley: Unless the shippers individually or as an Ass'n go after the railroads we can pass laws until doomsday and it won't do any good. We have a state law on our books now that has never been tested that will help the shipper if he will use it. Let's make use of the laws we have now. If we had a Federal Demurrage law, we wouldn't be any better off than we are now unless we made use of it.

Following the general discussion on the car shortage question C. S. Wilson of Ottawa spoke on the "Proper Methods for the Collection of Claims," which is published elsewhere in this number.

H. F. Probst of Arkansas City the humorist of the association addressed the assembly as follows:

Personal Observations on the Since Defunct A. C. Bucket Shop.

"If the gentlemen will look upon the program, they will find it to read 'H. F. Probst, Address.' I think there ought to be a question mark at the right side of that line, then I could answer in my manly voice, 'Arkansas City, Kansas.'"

"But this would not satisfy my friends. I call many my friends because I am so easy. [Laughter.] But in this case I would say that we are both easy, because you have given me the two hemispheres from which to choose my subjects, and therefore it ought not to be hard to find a subject. Yet, when a person has so much latitude, he talks on things close to home. Therefore I will talk on the great discovery I made at Arkansas City some time ago, and it is fortunate that we hold the meeting behind bolted doors and barred windows, so that the four winds will not spread it broadcast with a toot."

"The members of this Ass'n from Arkansas City, will bear me out in the following statement as regards the absent mindedness of the late lamented grain, stock and pork broker, Neoman; from everywhere, but when last heard from he was FROM Arkansas City."

"When I stepped out of the New Era Milling Co., which is famous for its 'Polar Bear,' I was induced by said Neoman to share his office in which he kept his futures as he told me, to add dignity to his Board of Trade. As he promised me free rent, use of his private wire and other

privileges, I thought it a fair exchange so I moved in with my dignity.

"I found him a pleasant, absent-minded fellow, often talking in a strange tongue, yet he was considered by all the investors who came to avail themselves of the bargains he had in futures at ruinous prices, as a thoro and revised encyclopedia on anything from the tariff on straw to the altitude of the market ten days hence. And yet, when he went to the postoffice he would probably mail his pocketbook and carefully bring his letters back to his office because he worried so much about his customers not wanting to get 'right.'"

"One day he received a 'phone message from Oklahoma to buy 500 barrels of pork. This customer is still alive, therefore I will call him Stephenson, though that was not his name."



H. F. Probst, Arkansas City, Kans.

"Neoman, in his dreamy way, 'phoned his customer that he was in at \$13 per barrel, because the last quotation was \$12.45. This deal was very flourishing to the Board of Trade. Stephenson sent \$750 margin. Neoman credited Stephenson with 500 barrels of pork of his own make, thinking that Stephenson being a grain dealer, therefore the pork business was new to him, he would not care so much for the brand as the quality, and both were happy."

"As the days went by to make up the irredeemable past, pork climbed toward the \$20 mark, and Stephenson signaled Neoman over the 'phone to sell his swine product and he would be over the next day for the money."

"Neoman told him that this was not proper, as the market would go higher. He did not see why a good customer wanted to close his deal on an advancing market, but, of course, if he insisted upon going against the better judgment of an experienced commission broker and ruin him, all right," Stephenson said he had recently embarked in the ruining business, and needed the cash to close up the deal, so Neoman said: 'All right, but you will regret it.'"

"Neoman went and took the pork Stephenson had to his credit and tried to dispose of it, but to his horror he found by opening the first imaginary barrel that it only contained a very robust squeal from the pork, which packers have so long tried to turn into money, having made this ludicrous mistake when he filled the order. This threw Neoman into his half comatose brown study, from which he did not awaken until several days after."

"During this dreamy state, he arose from his bed during the night, dressed himself, took the Santa Fe to Chicago, and the next day drifted across the lake into Canada. He must have been in the same dreamy way when he put his wife on the train, for when he came to in Montreal, he found that he had made a most grievous mistake, and had taken somebody else's wife and had left his own at home with two children."

"Stephenson, the next day, came thru the sultry morning with his sack and his banker for the money, but when I broke the news to him, and showed them the state of affairs and their property, they turned loose some of the biggest squeals that split the air asunder, smashed all the buckets in the bucket shop, but leaving enough of the squeals to go round to Neoman's other and various customers which he handled during the chaotic state of affairs. I could not help them, as I had a strange yearning for home, myself. When all had cleared out, I found myself heir apparent to all of the Board of Trade and fixtures, consisting of a long legged stool, two earthen cuspidors, some chalk, that part of the private wire that projected thru the wall of the office and a bill for unpaid rent which I repudiated.

"Parties who have met Neoman lately, assert that his absent mindedness has increased since he left, as the mere sudden mentioning of his name gives him a nervous shock."

President Cortelyou read a letter from the Missouri, Kansas & Texas Telephone Co., extending the free use of its long distance toll lines to the members of the Ass'n during the convention.

This telegram from the Topeka Commercial Ass'n extending a cordial invitation to the Ass'n to hold its next meeting in that city was read.

Committees were appointed as follows: Resolutions: W. A. Miller, A. Atken, F. M. Kelley.

Trade Rules: W. S. Washer, H. Work, F. B. Bonebrake.

Constitution and By Laws: C. B. Gaunt, S. J. Thompson, R. E. Cox.

Adjourned to 2:30.

Tuesday Afternoon Session.

Pres. Cortelyou called meeting to order at 2:30 and F. W. Frazer announced in behalf of the Pres. of the Wichita Board of Trade that all the visiting delegates were invited to a banquet to be given by the Board of Trade members at the Carey Hotel Wednesday evening.

Secy Smiler read his annual report:

Secretary's Annual Report.

Members of the Kansas Grain Dealers Ass'n:

The past year has been a prosperous one for the Ass'n, it having increased in membership from 240 to 290, making a net gain of fifty for the year and representing 380 country elevators in the State.

When you take into consideration the fact that none of the line elevator companies, members of the Kansas City Board of Trade, are included in this list, neither the large milling concerns operating lines of elevators you will admit that this is a creditable showing.

We have found by experience that in order to interest an elevator owner in Ass'n work it is necessary to call on him at his place of business and fully explain to him the objects of the Ass'n, the work accomplished, and the benefits to be derived by becoming a member. I spent the greater portion of my time during the months of August, September, October and November traveling thru the State with the result that we have a net gain in membership of fifty.

INSPECTION AND WEIGHING: At the last annual meeting held in Kansas City last January, the President was instructed to appoint a committee to confer with a like committee from the Kansas City Board of Trade, they to confer with the railroad officials with a view of bringing about needed reform regarding delayed switching and inspection after first inspection was made on arrival of grain. This committee will make their report but in addition to their report I wish to state that out of 1,065 cars of grain handled during the month of November in Kansas City, only eleven were delivered on the same day they arrived. It took from one to thirty-nine days to switch the cars to the proper tracks to which they were ordered. You can see from this statement that there is no improvements in the situation at Kansas City notwithstanding the fact the Railroad Companies claim to have increased elevator and track facilities.

ASSOCIATION EMBLEM: The President was also instructed to appoint a committee to decide upon and obtain a suitable emblem and the Secretary was instructed to advise members of the emblem chosen and urge use of same. An

emblem was decided upon and each member advised of the cost, but only a part of the members are to-day using them.

If you were aware of the number of letters received at our office annually asking if so-and-so were members of the Kansas Grain Dealers Ass'n, you would recognize the importance of the use of such an emblem.

ARBITRATION: Arbitration is to-day recognized by all trade organizations as the best, cheapest and most suitable method of settling differences that arise between their members.

I am sure that a number of our members do not take advantage of their rights under our Arbitration Rules. To illustrate: "A" advised me some weeks ago that the business he had had with "B" had not proven satisfactory and insisted that "B" be ruled out of the Ass'n for refusing to make good to him under the terms of the contract on which the shipment was made.

"B" contended that he was not at fault in the matter and was perfectly willing to submit the controversy to arbitration but "A" refused, assigning as his only reason that he did not consider them on the square and wanted nothing further to do with them.

Now had he submitted the difference to three disinterested grain men, he would either have been convinced that he was at fault and that "B" was only standing for his rights, or received what was due him



E. J. Smiley, Re-elected Secy.

as he claimed. Certainly an arbitration committee composed of three or more men engaged in the same line of business are better qualified to render a fair and equitable award than an average jury of 12 men where it is the exception that they have any practical knowledge of the business.

Under our present Arbitration Rules either plaintiff or defendant have the right of appeal from the decision of the Arbitration Committee of the Grain Dealers National Ass'n. As we are no longer affiliated with the National Ass'n and as comparatively little business is done with Eastern dealers, I would recommend that this Ass'n elect one man from its membership as part of an appeal committee, providing the Texas and Oklahoma Ass'ns will do the same, forming an appeal committee to whom any member of either of the three ass'ns can appeal from the decision of the State Committees. The decision of the Tri-State Committee to be final.

The interests of the dealers in the three states are identical and there is a constant interchanging of business between them.

TESTING SCALES: At the last annual meeting a motion prevailed that the matter of securing a scale inspector be left with the Board of Directors with power to act for the Ass'n. The Board of Directors instructed your Secretary to correspond with scale manufacturers and others with a view of ascertaining the cost of such service to our members and make a report to the official board.

Two propositions were submitted: 1st, The employment of a man and own our weights for testing scales with the necessary tools for repairing and adjusting scales found out of order. We found that the cost of such weights and tools would be about \$150, and to secure the services of a first class scale inspector we would have to pay at least \$100 per month and expenses and furnish him employment for the entire year.

The second proposition was that the scale company would furnish the weights and tools necessary for the testing and repairing of scales and charge 40 cents per hour for the services of a mechanic for the time he was out. In addition to this expense would be the transportation of weights from one station to another which in many instances would be by express or the man would be tied up for an entire day at some station waiting for a local freight train.

I addressed a personal letter to every grain dealer located on the Union Pacific Ry. in the State, advising the approximate cost of such service. From 64 replies, 25 stated that their scales were giving satisfaction and they did not care to go to any expense in having them tested. Ten stated that if the expense did not exceed \$2.00 per scale they wanted their scales tested; 29 were willing to pay whatever the cost might be.

We naturally concluded from these replies that the majority of the grain dealers were satisfied with the weights taken from their scales. There is no doubt but what more interest should be taken in the matter of keeping country scales in good condition as it has been the source of endless loss to the purchaser.

The only question being how to secure the services at a reasonable cost. It has been suggested that the State Legislature create a scale department for the purpose of inspecting all public and private scales used in the State when requested to do so by the owners, and when such inspection was made, cause to be placed in a conspicuous place, card or plate showing date of inspection, etc.

The idea seems a practical one from the fact that the state has an Oil Inspector, Grain Inspector, Live Stock Inspector and numerous other inspectors, and if such an office were created it would furnish a few more appointments for hungry office seekers. It would be necessary, however, that applicants for the position pass an examination and demonstrate their fitness to hold same.

Another plan would be for a group of grain dealers to purchase test weights and at least once a year employ a scale expert to go over their scales and the expense be pro-rated among the dealers in certain counties. By adopting this plan you would avoid the expense of transportation of weights to and from Kansas City.

This question is of such importance that I trust some plan will be worked out at this convention whereby all scales in the state may be tested at least once a year.

PRIVATE SEALS AND SEAL RECORD: Comparatively few of the grain dealers pay any attention to the sealing of loaded cars before leaving their stations and few indeed, keep a seal record. The Chief Master of the Kansas City Board of Trade advised me on January 21st that over 8,000 cars of grain arrived in Kansas City during the past year without seals, end or side doors.

During the month of December out of a total of 3,671 cars of grain unloaded in St. Louis, 833 had no seals on side doors and 284 on end doors not sealed. Is it not possible that this accounts for many of our current shortages? If you had your own seals you would know positively that your cars were sealed before leaving your stations. Keep a record of your seals and also show your seal record on your invoice.

If you can establish the fact that all of your cars were sealed before leaving point of origin and the car or cars reached destination minus seals and you sustained a loss, you can then recover for any loss sustained.

A bill will be introduced at the present session of the Legislature making it the duty of the Chief Grain Inspector to keep seal record and show on the inspection certificate the seal number or letter. We do not expect any opposition to this measure. These seals are inexpensive and no sealing irons are required. About 100 shippers in the state are now using them.

ASSOCIATION OFFICERS: Article 3, Section 1, of our present constitution provides that the officers of this ass'n shall consist of a President, Vice-President, Secy-Treas. and a Board of Directors consisting of the Pres., Secy-Treas. and three members of the Ass'n.

As our membership has increased since this constitution was adopted I would recommend that in addition to the President, Vice-President, Secy-Treas., that four members be added and that the state be divided into four districts, taking the sixth principal meridian as the dividing line north and south and the third standard parallel be made the east and west line, and one man from each district be elected at each annual meeting to represent his district as a Director. This change, if made,

will avoid having all of the officers located in one part of the state.

CROP REPORT. The past year your Secretary issued two reports, the first in April showing condition of growing crop and the amount of grain remaining in first hands and elevators. The second was issued Oct. 22nd showing the average yield per acre, per cent threshed, per cent damaged and per cent marketed.

If members would be more prompt in filling out the blanks mailed to them we could make the report of greater value to them. As grain dealers come in daily contact with farmers the information they secure is certainly more reliable than information received from any other source. We must have your support in gathering the information on which the reports are based.

INSPECTION: I have little to say on this subject, but have this recommendation to make. Under the present inspection rules, a certificate of inspection issued in Wichita, Wellington, Salina or any city in Kansas where an inspector is located, is not recognized by the buyers at Topeka, Atchison, Leavenworth or Kansas City. To illustrate, a lot of wheat originates at some point west of Wichita and on its arrival in Wichita grades No. 2, and the inspection fee of 40c per car is paid. It is sold to a mill in Topeka and on its arrival a State Inspector makes the grade No. 3 making another 40c per car charge. The seller refuses to accept this inspection and orders the car on to Kansas City where final inspection is made and another 40c cent charge is tacked on, making the cost of inspection on a single car \$1.20.

Why not make the first inspection good at Topeka, Atchison, Leavenworth and Kansas City unless the purchaser calls for re-inspection, and if he does and the original inspection is not sustained, the buyer pays for re-inspection. Why make the seller pay for three or four inspections simply because one inspector made an error in inspection or was incompetent?

Only a few days ago I brot this matter to the attention of one of the Kansas Grain Commission, a member of the Legislature, and he agreed with me as stated. At the present inspection laws will be amended at the present session of the Legislature. I would recommend the appointment of a committee to take the matter before the House and Senate if necessary.

THE CAR SHORTAGE: There is little doubt but what the car shortage has been the worst handicap that the shippers have had to contend with the past season. When cars get so scarce that a station agent in Western Kansas forgot what they were for or even what they looked like and telegraphed the Division Superintendent that there was a great big red box with iron wheels on his side track and he did not know what to do with it, one is safe to say that road needed additional equipment.

The cause is variously attributed to unprecedented business growth, lack of equipment, want of motive power, incompetent Railway service, favoritism or discrimination, congestion at terminal markets and a hundred other things. One railroad man says it is the fault of the Wichita dealers which is another indication of the vast importance of Wichita as a grain center.

Now, let's see if we are in any way at fault. Do you shippers load and bill your cars immediately? Are they billed and ready for the first engine that passes? If they are not, you are not doing your duty; you are partly at fault.

And you receivers and elevator men, do you give disposition of them as soon as they reach you? Do you unload them as soon as they are set on your tracks or do you allow some of them to stand around as long as "free time" will permit? If you do this, you are partly at fault.

A half hour's delay does not seem much to you, but that half hour may prevent the agents and train crews from moving those cars for twenty-four hours, possibly longer.

RECIPROCAL DEMURRAGE: Several of the Western States, Kansas being among the number, enacted a Reciprocal Demurrage Law with a view of compelling transportation companies to refund to the shipper \$1.00 per day for each and every day they neglected or refused to furnish equipment after orders were placed, within a specified time.

Section 4, Chapter 345 of the Kansas Railroad Law provides that when cars are applied for if they are not furnished, the Railroad Company so failing to furnish them shall forfeit to the party or parties applying the sum of \$1.00 per day for every car failing to be furnished, to be recovered in any court of competent jurisdiction, and all actual damages that such applicant may sustain. Several suits are now pending in the State Courts to recover under the provision of this law, but it will doubtless be a year or more before the

Supreme Court will hand down a decision on the validity of this act.

The shippers have appealed to the Supreme Court of the United States, two or three years will elapse before a decision is handed down finally determining the validity of the Kansas Reciprocal Demurrage Law. By this time Kansas and the entire west may experience a partial or total crop failure and extra equipment and additional motive power will not be needed.

A bill has been introduced at the present session of the Legislature for the purpose of bolstering up the present Railroad Law. The new feature of the bill being to increase the penalty from \$1.00 to \$5.00 per day and the giving of the penalty to the shipper instead of the State and in addition an attorney's fee so that the expense of the suit will be decreased to the shipper and his efforts to enforce the law will be stimulated.

Comparatively few shippers care to bring suits against the Railroad Companies to recover what they consider justly due them and give as their reasons that they are afraid to incur the ill will of the transportation companies, fearing that they might be discriminated against in favor of other shippers.

The shippers act as if they were of the opinion that when a law is enacted for their benefit it does not become necessary for them to demand their rights. This is a mistaken idea and unless shippers will demand their rights they cannot expect to secure relief.

If a federal Reciprocal Demurrage Law would improve the situation and put into motion the thousands of empty and loaded box cars now standing on side tracks and terminal elevators throughout the country, all of the shippers are certainly in favor of it. This is one of the great problems of the day, and I trust this convention will conclude to take some action to relieve the present situation.

IN GENERAL. As Secretary, I have endeavored to conduct my work in detail according to the policy outlined by the Board of Directors, with the general objects in view of securing for the members all the legitimate benefit possible, by exercising influence to secured improved conditions at terminal and country elevators, to elevate the standard of the moral responsibility of our members, to arrange peaceable adjustment of differences, and offer all the encouragement possible to promote the interests of our members.

W. S. Washer moved that the report be adopted with commendation of Ass'n. Motion carried unanimously.

The financial report of the secretary, which had been approved by the directors, was read:

Financial Statement for 1906.	
Balance January 1st.....	\$ 210.75
Cash Received for Membership.....	241.44
Cash Received for Advertising and sale of Directories.....	296.00
Cash Received for Dues \$293.50, Less exchange, \$22.35.....	2,913.15
	\$3,662.90
Disbursements.	
Rent.....	\$ 139.12
Office Supplies.....	70.10
Badges.....	21.00
Rubber Stamps and Electrotypes.....	24.50
Printing.....	199.60
Postage.....	178.25
Telephone.....	56.95
Expense Auditing Committee.....	15.35
President's Traveling Expense.....	113.35
Directors' Traveling Expense.....	8.49
Western Union Telegraph Co.....	1.60
Stenographer's Salary.....	360.00
Secretary's Traveling Expense.....	403.34
Secretary's Salary.....	1,800.00
	\$3,391.65
Balance January 1st, 1907.....	271.25
	\$3,662.90

John W. Radford, Chief Grain Inspector of Kansas, addressed the meeting on "Uniform Inspection."

A short discussion followed and Mr. Radford answered many numerous questions that were put to him.

"Railroad Legislation in Kansas" was the subject of the next address by F. B. Bonebrake of Osage City. It appears elsewhere.

W. S. Washer then moved that the following resolution be referred to the Resolution Committee:

Resolved: That the Board of Directors be instructed to correspond with the Board of Directors of the Oklahoma and Texas

Ass'ns to the end that a Tri-State Appeals Board of Arbitration be established and that if agreeable to the other two ass'ns the President be authorized to appoint the member from the Kansas Ass'n.

Motion carried by a unanimous vote. Adjourned to Wednesday morning.

Wednesday Morning Session.

Pres. Cortelyou called meeting to order at 10:30. It was moved and seconded that a vote of thanks be extended to the M., K. & T. Telephone Co. for their courtesy in extending the free use of their lines to the members of the Ass'n. Unanimously carried.

Carr W. Taylor, Atty for R. R. Commissioners, spoke for an hour and a half on Railroad Regulation.

A vote of thanks was extended to Mr. Taylor for his excellent address.

Senator Noftzger could not be present, so he sent a paper on Railroads Liability to Shippers, which was read by Sec. Smiley. It will be published in the next number.

John D. Shanahan of the Bureau of Plant Industry addressed the members on the subject of "What the Government is Doing about Grain Inspection, and Why," as follows:

What the Government is Doing About Grain Inspection.

Mr. President and Gentlemen: What I am going to say is not going to be worthy the name of an address; just a few remarks. I will endeavor to tell you a little something about what the United States Department of Agriculture is doing on the question of grain grades.

The investigation of grain grades and inspection, which resulted in my taking up this line of work and being placed in charge of the Grain Standardization Department of the Bureau of Plant Industry, was begun several years ago on authority from Congress. This was granted on account of complaints made by foreign buyers of our grain to our consuls and other officials abroad. These complaints were made, under the impression, that the inspection of all grain was attended to officially under the authority of our Government.

The scope of the investigation has been very broad and has brought out together with other information, that the complaints of the foreigners were well founded, and that the grains had little or no basis that could be in any way measured except by the individual human judgment, which was generally either too broad or too narrow, according to the honesty or dishonesty of the individual or individuals and their financial interests. It also brot to light the methods of our inspection system, or lack of method as it proved to be. It seemed to be the grade of grain that was giving the most trouble, and consequently investigators were put to work to bring to light and call attention to proper remedies for these conditions.

This is only one of a great many phases of the question that has been given the attention of the Honorable Secretary of Agriculture. At the last session of Congress he appeared and was given the authority to establish one or more Grain Standardization Plants thruout the country for the purpose of investigation, the result of which has fixed the United States Standard Grain Commission. At this point our scientists were called in, together with others and set to work. I was called in with the others to systematize matters and present our views of the same.

The product of the grain has been investigated for the purpose of ascertaining, if possible, what the commercial grades of grain really mean, what effect they have, and what real value they have. Also how far it is practicable and possible to grade grain on the scientific and mechanical basis, with a view to formulating a standard. These truths have been worked out and the yard stick has been fixed at a just and equitable place, and it is within your reach. It makes it right to shipper and consumer and does away with dissatisfaction. There should be no more differences between shipper and consumer than there is between the buyer and seller in a dry goods store, or any other store.

This may appear to you a very simple matter, as it did to me when I was first called to Washington. I thought I could fix it in a very easy manner. What I knew then was only in one portion of the country. But when I reached Washington and met the proposition from every portion of

the country, it was not so simple and the more we studied and looked into the matter, it became more tangled and complicated. If the hour we.e not now so late I would put out and bring to light some very serious questions which confront the investigator at every turn.

This matter of Grain Inspection is a very peculiar one and has many striking features. It is an inspection in the commerce of the country and the investigators meet many different phases of the question, it may well be said it has all the elements of a science. There are many closer investigations that will have to be drawn before conclusion can be reached and much of the prosperity of the United States depends upon it, and we invite your support in every way.

Adjourned to 2:00 o'clock.

Wednesday Afternoon Session.

Pres. Cortelyou called meeting to order at 2:30 and introduced C. A. Smith of Wellsville, who read a paper on Railroad Co.'s Liability to Shippers for Failure to Furnish Equipment. It will appear in the next number.

The meeting then went into executive session and the arbitration committee presented decisions in the case of C. L. Moss, Dallas, Tex., vs. Autle-Linley Grain Co.; Ferguson-Dorman Grain Co., Wichita, vs. J. F. Cheatum, Cleveland, Kan.; E. R. & D. C. Koep, Wichita, Kan., vs. B. F. Kelsey, Oxford, Kan., and H. F. Probst, Arkansas City, vs. E. R. & D. C. Koep, Ft. Worth, Tex. Those not previously published will be in the next number.

It was moved that report be adopted as read, which carried unanimously.

The Auditing Committee reported the Financial Report O. K.

The Committee on Resolutions reported as follows:

Report of Committee on Resolutions.

Resolved, That the Kansas Grain Dealers now in session, ask their representatives and Senators in Congress to favor and work for a National Reciprocal Demurrage Law.

Reciprocal Demurrage.
To the Representatives and Senators of the State of Kansas:

The members of the Kansas Grain Dealers Ass'n now in session ask you to favor a Reciprocal Demurrage Law that will be just to both shippers and railroads, and that will not be unconstitutional by giving the shippers more demurrage than the railroads are collecting at the same time.

Thanks.
RESOLVED, That we, the members of the Kansas Grain Dealers Ass'n do hereby express our sincere thanks to Mr. Carr, W. Taylor of Topeka, for his very able and instructive address.

To the Commercial Club of Topeka for their cordial invitation to hold our next annual meeting in that city.

And to the Wichita Grain Dealers and the Wichita Commercial Club for their hospitality and entertainment accorded to the Ass'n while in Wichita.

Tri-State Board of Arbitration.
RESOLVED That the Board of Directors be instructed to correspond with the Boards of Directors of the Oklahoma and Texas Ass'ns to the end that a Tri-State Appeals Board of Arbitration be established and that if agreeable to the other two ass'ns, the President be authorized to appoint the member from the Kansas Ass'n.

Ask Re-enactment of Inspection and Weighing Laws.

WHEREAS, The Board of Trade of Kansas City, Missouri, has seen fit to send to the Governor of Kansas asking him to use his influence to prevent the re-enactment of proper laws governing the inspection and weighing of grain, and

WHEREAS, We know from past experience that weights and grades have been better and more generally satisfactory since such a law has been in operation, therefore be it

RESOLVED, That we, the Grain Dealers of Kansas here assembled in annual convention do hereby request and petition Governor of the State and each and every Senator and State Representative, to protect the interests of the producers and shippers of Kansas, not Missouri, by the enactment of the rigid Inspection and Weighing Law, that shall be constitutional and capable of strict enforcement, and

that such law shall contain a clause making it obligatory upon the Inspector and Weighers and their Deputies to show upon each certificate not only the grade or weight of the grain inspected or weighed, but also a complete seal record of the car in which such grain is contained, so as to prevent changing of grain after inspection has been once made and aid in recovering losses and shortages that occur in transit. And be it further

RESOLVED that the Secretary of this Ass'n be instructed to send a copy of this resolution to the Governor and to each and every member of the Senate and House of Representatives now assembled, with personal request to each for his hearty cooperation in the enactment of such a law.

Endorse Carr, W. Taylor.
Gov. E. W. Hoch:

We, the Grain Dealers of Kansas in Convention assembled, do hereby unanimously earnestly endorse the efforts of Carr, W. Taylor, Attorney for Board of Railroad Commissioners, for his fearless fight without money or expert assistance, before the Board of Railroad Commissioners and the Courts to better shipping facilities and secure reduction of rates in Kansas, and we unanimously request that he be appointed as attorney for the Board of Railroad Commissioners, believing that his retirement at the end of his term would be detrimental to the interests of the shippers of Kansas.

Motion to adopt Resolutions as reported by committee unanimously carried.

F. W. Frasier introduced a resolution denouncing the work of the "so-called Uniform Grade Congress," which was reported unfavorably by the Comite.

The unfavorable report of the committee was supported by the convention and the resolution turned down.

The Committee on Constitution and by Laws recommended the adoption of the Cons. & By Laws as amended by the Board of Directors.

The Committee on Trade Rules favored the adoption of the Trade Rules of the Grain Dealers National Ass'n, which were read and adopted.

Without exception the rules were suspended and the secretary instructed to cast the vote of the convention for the following men as officers for the ensuing year: President, A. Aiken, St. John; vice pres., R. E. Cox, Elsmore; secy., E. J. Smiley. Board of Directors, W. A. Miller, Anthony; Perry N. Allen, Coffeyville; S. J. Thompson, Holton, and Jos. Latshaw of Wilson.

The meeting adjourned.

Convention Notes.

From Texas, D. W. King, Brownwood. It's the same old cry in Kansas: "No cars."

W. M. Hibbs of Vanita represented Oklahoma.

Kansas City and Topeka are both after the next convention.

The Kansas City Board of Trade was well represented at the convention.

Herman Probst, the Flying Dutchman from Arkansas City, was always the center of some mischief.

President Cortelyou has served the Ass'n long and well and will be greatly missed from Ass'n councils.

The Grain Dealers National Mutual Fire Ins. Co. was represented by C. A. McCotter and T. M. Van Horn.

Harmony prevailed thruout the meeting. No serious wrangles were engaged in and some wounded feelings were soothed.

Elevator men report that there is 40% of last year's wheat crop yet to be threshed. The growing crop looks fine.

John D. Shanahan, Washington, D. C., gave some moisture tests before the convention that were a revelation to the grain man.

W. S. Washer, Atchison, who is 2d V. P. of the National Gr. Dealers Ass'n, was

a prominent and logical speaker in nearly every session.

The S. E. Kansas Gr. Dirs. Ass'n, a local organization, was represented at the state meeting by R. E. Cox, prest., and M. M. Cubbison, sec.

C. A. Smith, who delivered an address before the convention, has brot suit against the Santa Fe for \$4,500 for its failure to furnish him grain cars.

Miss Hilliker, representing a Kansas City commission house, the only woman representative on the road, attended the convention and was very popular.

From Kansas City: D. L. Croysdale; I. P. Evans, representing A. C. Davis & Co.; S. P. Hinds; Allen Logan; F. B. Logan; J. P. Laughlin; and J. R. Tomlin.

The Santa Fe very kindly held their sleeper at Wichita until the second session went north to Kansas City in order that the banqueters might have a place to sleep.

The banquet given to the Grain Dealers by the Board of Trade of Wichita in the Carey Hotel was a very elaborate affair. Eight courses were served and much eloquence given vent.

E. J. Smiley, founder of the association, was elected to the office of sec'y. for the tenth time. Mr. Smiley has a good hold on his job and his election by acclamation went through with a whoop.

Machinery men in attendance: Allison Barry, Kansas City, Mo.; P. L. Johnson, No. Milwaukee, Wis.; F. W. Lehrack, Kansas City, Mo.; J. Matt Harris, Leavenworth; Angus McLeod, McLeod Automatic Scale Co., Peru, Ill.; C. J. Simeon, No. Milwaukee, Wis.

Among the Kansas dealers in attendance were the following: A. M. Brandt, Severy; J. R. Baker, Hutchinson; R. E. Cox, L. Cortelyou, Muscotah; M. M. Cubbison, Bayard; A. D. Crofts, Kans. State Grain Inspection Dept., Kansas City, Kan.; W. E. Edgar, Saxman; M. C. Faulstich, Milton; E. R. Hess, Saxman; B. F. Kelsey, Oxford; J. A. Lyons, Langdon; J. D. McCord, Fredonia; John R. Mentzer, Supervising Weighmaster, Kansas City, Kan.; Chas. Moody, Atlanta; M. H. Nelson, Geuda Springs; A. R. Norton, Norwich; H. Probst, Arkansas City; F. S. Rexford, Thayer; E. J. Smiley, Concordia; C. A. Smith, D. J. Thompson, Holton; N. Tooney, Americus; C. L. Wagoner, Mt. Hope; D. D. Wiechen, Garden Plains; W. S. Washer, Atchison.

Receipts of Wheat and Corn in Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Jan. 5, 1907, have been 154,433,078 bus.; compared with 171,303,811 bus. for the corresponding period 1905-6.

Corn receipts for the present crop year have been 97,830,540 bus., compared with 103,659,572 bus. for the corresponding period of last season.

"Out There in Kansas." the card sent out annually by Secy. F. D. Coburn of the Kansas Dept. of Agri., to advertise the productive capacity of the soil of that state, is this year ornamented with representations of the "Corn of Now" and the "Corn of Other Days." Needless to say the present product is far the handsomer. On the back of the card is a table giving the quantity and value of the crops of the past year. The total value of Kansas' crops and live stock for the past year is \$424,334,000, an increase of \$15,000,000 over the preceding year.

Seeds

We have no clover crop, writes J. L. Mast of West Liberty, O.

Norfolk, Va., is being considered as the next convention city of the American Seed Trade Ass'n.

Import duties on all oil seeds are favored by the customs committee of the French Chamber of Deputies in a recent report.

The annual free Congressional seed distribution will begin in a few weeks in the southern states. When will this farce end?

Exports of flaxseed from India for the week ending Jan. 19 were 168,000 bus.; against 128,000 bus. for the corresponding week a year ago.

The Enterprise Seed Co. has been incorporated at Oklahoma City, Okla. The capital stock is \$5,000; and the incorporators are W. O. Church and J. and L. Lowenthal.

The buyer for the largest Canadian seed firm reports that it is practically impossible to do anything with European seed this season on account of high price and impurity.

J. C. Robinson, seed dealer of Waterloo, Ia., recently appeared before the house appropriations committee, and opposed the free distribution of seeds by the government.

Receipts of alsike clover seed at Toledo for the week ending Jan. 19 have been 239 bags. For the season receipts have been 10,455 bags; against 6,148 bags for the preceding season.

Letters patent, No. 841,349, for a seed display cabinet, have been granted to John T. Stinson and William F. Hall of Springfield, Mo., assignors to the Planters Seed Co., of Springfield.

Clover seed stocks are not easy to secure. Some outside dealers, located where they do not trade in futures, prefer to have their stocks among the unknown.—C. A. King & Co.

The William Ulrich Seed Corn Tester Co. has been incorporated at Atlantic, Ia., to manufacture seed corn testers. The capital stock is \$25,000; and James E. Bruce is pres. and Wm. Ulrich secy.

Exports of red and alsike clover seed from New York for the week ending Jan. 19 were 429 bags; against 2,225 bags a year ago. Imports for the week were 1,222 bags, against 850 bags last week.

The seed inspection committee of the Toledo Product Exchange is composed of the following members for 1907: F. W. Annin, E. W. V. Kuehn, J. C. Keller, F. W. Jaeger, C. S. Burge, R. L. Burge, W. E. Craze.

The acreage devoted to timothy seed in South Dakota is expected to be considerably increased following the success of Alfred Olson of Deuel County with this crop. He devoted 400 acres of his farm to timothy seed last year and grew 3,200 bus., valued at \$5,000. Mr. Olson also found a market for the threshed timothy straw.

Clover seed has ruled rather quiet this week. The price of March is about 50 cents higher than it was a year ago. Dealers here have sold considerable seed to the interior, mostly in small lots, and inquiries are coming from sections that in other years shipped seed in. It is im-

possible to tell at this date just how much seed will be brought from the other side or just exactly what the home demand is going to be, but to-day it looks as if there would be a lot of seed wanted from somewhere.—J. F. Zahm & Co.

D. R. P. Hibbs of the Albert Lea State Bank has been appointed trustee of the Thompson Seed Co., of Albert Lea, Minn., with instructions to pay all claims and divide the remainder among the preferred stockholders.

Resolutions urging the discontinuance of the indiscriminate distribution of seeds by the department of agriculture were adopted Jan. 18 at Columbus, O., by the American Breeders Ass'n, of which James Wilson, secy. of the dept. of agri., was elected pres.

Foreign clover seed has been coming to the Toledo market during the past few weeks, but it is not expected that enough will be received to influence the market to any great degree. The custom house reports show that 4,490 bushels from Chili, Austria, Italy and Germany have thus far been received. The seed market is dull.—H. D.

Toledo received during the week ending Jan. 19, 1,425 bags of clover seed, and shipped 3,217 bags; against 1,280 bags received and 2,900 shipped during the corresponding week of last year. Receipts of the season prior to Jan. 19 have been 29,828 bags and shipments 13,244 bags; against 64,050 bags received and 17,101 shipped during the corresponding period of last year.

Dr. Galloway, of the agricultural department, suggests that instead of sending out free seeds promiscuously they shall be sent only to farmers who will promise to experiment carefully with them and apprise the department of the outcome. It is a businesslike plan, but there is fear it will not prove popular. It gets too far away from the principle of "something for nothing."—*Sioux City Journal*.

The arbitration committee of the Chicago Board of Trade on grass and field seeds, as recently appointed for the ensuing year, is composed of A. L. Somers, F. E. Winans, Chas. A. Heath, G. S. Green, Adolph Gerstenberg, Geo. Wegner and T. M. Hunter. The flaxseed inspection committee of the Chicago Board is composed of F. M. Bunch, P. H. Eschenburg, T. M. Hunter, Geo. E. Alt and J. H. Milne.

Chicago received during the week ending Jan. 19, 337,905 lbs. of timothy seed, 212,250 lbs. of clover seed, 426,180 lbs. of other grass seeds and 18,000 bus. of flaxseed; compared with 394,040 lbs. timothy seed, 110,912 lbs. clover seed, 792,830 lbs. of other grass seeds and 18,000 bus. of flaxseed for the corresponding week of last year. Shipments for the week have been 574,423 lbs. of timothy seed, 368,190 lbs. of clover seed, 1,067,097 lbs. of other grass seeds and 2,048 bus. of flaxseed; compared with 469,345 lbs. of timothy seed, 68,664 lbs. of clover seed, 799,171 lbs. of other grass seeds and 2,137 bus. of flaxseed for the corresponding period of 1906.

Harrison Pearman, who is said to have brot the first alfalfa seed from South America and sown it in the United States, died Dec. 26 at Emporia, Kan., aged 73 years. While Mr. Pearman deserves credit for promoting the introduction of alfalfa, F. D. Coburn says of its origin: It was not until 1853 or 1854 that alfalfa was introduced into northern California. The legends say from Chili, but it was

grown by the Spaniards and Indians in southern California for probably a hundred years, having had a gradual migration from Mexico. Strange to relate, while it is even now on the Atlantic coast discussed as a new plant, there is good evidence that it has been in cultivation on a small scale in the Carolinas, New York and Pennsylvania for probably 150 years.

Cleaning of alfalfa seed is urged by F. C. Stewart, botanist of the experiment station at Geneva, N. Y., who is preparing a bulletin giving the farmer explicit instructions how to separate dodder. He recommends the sifting of alfalfa seed over a sieve clothed with wire gauze of a certain kind, composed of 32 round wire, 20 to the inch. It is said a sieve of this sort will permit the seeds of dodder to pass thru, while retaining the alfalfa.

London, Eng., Jan. 7.—A full supply of new English red clover was offered during the week, and good clean parcels sold freely at current rates—ribby and discolored lots are at a discount; a fair quantity was taken for export, but later on we shall have a superabundance of seed, at a probable slump in prices, when it is too late to make further shipments. There is a fair demand now for white clover, and prices have hardened. Alsike remains very firm. Trefoil sells slowly at the lower rates now prevailing. Perennials continue dull. Natural grasses without change, French Italian ryegrass very firm with an upward tendency. Lucerne continues firm, and rapeseed becomes more scarce every day.—W. H. & H. Le May.

Exports of seeds during the 11 months prior to Dec. 1 included 2,733,746 lbs. clover seed, 11,092,466 lbs. timothy seed, other grass seeds valued at \$274,355 and 9,690,261 bus. of flaxseed; compared with 4,953,205 lbs. of clover, 9,119,312 lbs. of timothy, other grass seeds valued at \$202,189 and 1,070,771 bus. of flaxseed for the corresponding period of 1905 as reported by O. P. Austin, chief of the Bureau of Statistics. Imports of seeds during the 5 months prior to Dec. 1 included 4,394,781 lbs. of clover, the imports in other years not being reported. Imports of flaxseed for the 11 months were 64,074 bus.; compared with 227,630 bus. for the corresponding 11 months of 1905.

The Corn Contest.

The corn contest at the annual meeting of the Indiana Grain Dealers Ass'n was a complete success; 32 samples (5 ears each) of yellow ear corn and 20 samples of white ear corn were exhibited, the only means of identification being a tag bearing the number of the exhibitor.

The judges were unable to announce the winners until after the meeting had adjourned and the dealers dispersed. Prizes were awarded as follows:

YELLOW CORN.

Chester De Vore, Franklin, Ind., 1st Prize, \$18.00.

L. H. Houser, Roanoke, Ind., 2nd Prize, \$7.00.

A. H. Swain, Arlington, Ind., 3rd Prize, \$5.00.

WHITE CORN.

Thos. Owen, Franklin, Ind., 1st Prize, \$12.00.

Harvey Miller, Kokomo, Ind., 2nd Prize, \$5.00.

Rue Clore, Franklin, Ind., 3rd Prize, \$3.00.

Uniform Grades.

[A paper read by John F. Courcier at the annual meeting of the Indiana Grain Dealers Ass'n.]

It has been with some reluctance that I have prepared a paper on the information compiled during my official connection with the preparation for and holding of, the Uniform Grade Congress, which was held in the directors' room of the Chicago Board of Trade, Dec. 11, 12, 13. Not reluctant because of any doubt as to the right of every individual grain dealer to the information, but because of the fear that our action in doing so might be construed as a desire merely to exhibit our work, rather than as an endeavor to instruct, and prove in my humble way the necessity of concentrating our individual and collective strength and energies upon the completion of a work so well begun.

At the outset I wish most earnestly to assure the individuals and committees who drafted the 25 sets of rules from which we based our comparisons, that whatever references we may make to words and other usages embodied in the phraseology now in vogue, will not be made in a spirit of humorous criticism, but, on the contrary, with a profound sense of the important bearing their elimination has upon the final institution of uniformity, and in full appreciation of the difficulties under which they have labored from year to year, endeavoring to conserve the interests of their respective markets and their markets' patrons.

At the time the resolution creating the Uniform Grade Congress was recorded in the minutes of the Tenth Annual Convention of the Grain Dealers National Ass'n, it would have been hard to find more than a handful of influential grain dealers willing to assume the responsibility of openly advocating and championing uniformity, but when the proof of the necessity for prompt and decisive action was laid before the Congress and when, after adjournment, the splendid results attained, became known, it is to the credit of the grain trade that able and consistent champions of uniformity stepped to the front and can now be found throughout the length and breadth of the land.

In preparing what is to follow, I was forced to cut out a great deal of interesting matter, because of the time at my disposal for the work. I have not taken up the many indefinite phrases, clauses, transpositions, negative and affirmative uses of quality words, etc., such as abound in plenty.

My list of comparisons consist of 277 sheets 12 inches wide and 36 inches long; 104 for wheat, 69 for Corn; 57 for Oats, 46 for Barley; 10 for Rye; 1 for No Grade General Rule, and 1 for No Established Grade. In these 277 sheets, we find 336 different names or grade titles; 133 for wheat; 63 for Corn; 77 for Oats; 63 for Barley; 10 for Rye and 1 each for No Grade General Rule and No Established Grade.

In the phraseology describing these 336 grade titles, we find the following words used in an absolutely indefinite sense:

Very,	Allowed,	Exceedingly,
Provided,	Mercantable,	Excessively,
Well,	Judgment,	Badly,
Inferior,	Otherwise,	Practically,
Greater,	Choice,	Warehousable,
Limited,	Prime,	Largely,
Suitable,	Somewhat,	Mainly,
Fair,	Moderate,	Thoroughly,
Some,	Considerable,	Principally,
Enough,	Customary,	Occasionally,
Fit,	Fairly,	Sufficiently,
Unit,	Strictly,	and
Much,	Reasonably;	

The last but by no means the least in evidence. By actual count the word "Reasonably" occurs 96 times in the stock heading.

Following is a summary of the variations I have found in the percentage of color, pounds and words used in describing and defining the various grades. In addition to giving the words used in defining the old grades, I have recorded the number of words used in the new phraseology, so as to give you a better idea of what the Congress has done for the Grain Trade, provided its recommendations shall be adopted, and put into practical operation.

In referring to color you will note that I have frequently used the word Pure. This was done only in case where it was specifically used. This part of my analysis, if such it may be called, will be given in the following order—First the grades, Second the percentages of color, Third pounds.

Whenever we fail to mention percentages or pounds you will know that the sheets, barring possible errors, or omissions were silent on the subject, or, more especially, that there was no variation.

No. 1 Red Winter Wheat—Pure, 60 lbs; 76, 61 lbs.

No. 2 Red Winter Wheat—Pure, 58 lbs; 90, 59 lbs; 95.
No. 3 Red Winter Wheat—85, 54-55 lbs; 90, 55½ lbs; 95, 56 lbs, 56½ lbs, 57 lbs.
No. 1 White Winter Wheat—Pure, 57 lbs; 85, 58 lbs; 95, 60 lbs, 61 lbs.
No. 2 White Winter Wheat—Pure, 55 lbs; 75, 56 lbs; 90, 58 lbs; 95, 59 lbs.
No. 3 White Winter Wheat—52 lbs; 53 lbs; 54 lbs; 90, 55 lbs; 95, 55 lbs; 56½ lbs.
No. 4 White Winter Wheat—50 lbs; 52 lbs; 53 lbs.
No. 1 Hard Winter Wheat—60 lbs; 61 lbs; 62 lbs.
No. 2 Hard Winter Wheat—Pure; 90, 58 lbs; 95, 59 lbs.
No. 3 Hard Winter Wheat—85, 54 lbs; 92, 55 lbs; 96 lbs; 57 lbs.



J. F. Courcier, National Secretary.

No. 4 Hard Winter Wheat—52 lbs; 90, 53 lbs.
No. 1 Hard Spring Wheat—60, 57½ lbs; 75, 58 lbs.
No. 1 Northern Spring Wheat—56½ lbs; 57 lbs.
No. 2 Northern Spring Wheat—40, 55½ lbs; 50, 56 lbs.
No. 1 White Oats—29 lbs; Pure, 30 lbs; 94, 31 lbs; 32 lbs.
No. 2 White Oats—25 lbs; 78, 27 lbs; 90, 28 lbs; 92, 29 lbs; 95, 30 lbs; 98, 31 lbs.
Standard White Oats—27 lbs; 28 lbs; 29 lbs.
No. 3 White Oats—22 lbs; ¾, 23 lbs; ¾, 24 lbs; 90, 23 lbs; 92, 23 lbs; 95, 23 lbs.
No. 4 White Oats—¾, 90, 22 lbs; 92, 24 lbs; 95, 25 lbs.
No. 1 Mixed Oats—30 lbs; 31 lbs; 32 lbs.
No. 2 Mixed Oats—25 lbs; 27 lbs; 28 lbs; 29 lbs; 31 lbs.
No. 3 Mixed Oats—22 lbs; 24 lbs; 26 lbs; 28 lbs.
No. 4 Mixed Oats—22 lbs; 24 lbs.
No. 1 White Clipped Oats—33 lbs; 35 lbs; ¾, 36 lbs; 92, 38 lbs.
No. 2 White Clipped Oats—31 lbs; 32 lbs; ¾, 35 lbs; 92, 36 lbs; 95, 38 lbs.
No. 3 White Clipped Oats—¾, 30 lbs; 92, 30 lbs; 95, 34 lbs; 36 lbs.
No. 4 White Clipped Oats—¾, 30 lbs; 92, 95.

The color requirements on corn varied as follows:
No. 1 White Corn—Pure, 95. Limited No. of colored grain, occasional colored grains.
No. 2 White Corn—¾, 90, 95, 98, 15½.
No. 3 White Corn—¾, 15½, 96, 95, 98.
No. 1 Yellow Corn—Limited No. of colored grains, occasional colored grain.
No. 2 Yellow Corn—¾, 90, 95, 98.
No. 3 Yellow Corn—¾, 90, 95, 96.
No. 4 Yellow Corn—¾, 90, 95.

Total number of old words used in grades just given, 4,691, words used in new grades 1,532. Total number of words eliminated 3,159.

Is it any wonder that the delegates who composed the Uniform Grade Congress, with this evidence, only in a more comprehensive form, before them, saw the wisdom of promptly putting their knowledge and experience into an effort to bring order, simplicity and precision out of chaos, complexity and doubtful meaning.

It would be inconsistent to claim that these rules could not be improved upon, but it is generally conceded that a long stride forward has been taken, and a good, firm foundation laid for ultimate uniformity, in the full meaning of the term.

A question has been raised concerning the possible aptitude of some buyers of grain to take an unfair advantage of the difference between the minimum of one grade and the maximum of the next lower, and we have given it as our belief that if the grades promulgated by the Uniform Grade Congress shall prove practical, the range and compass of the standard grades will ultimately be narrowed down and rules provided to take care of the intermediate weights and qualities. Until that can be done, it was agreed by the Congress that local rules might be made to take care of local conditions, but it is to be hoped that no undue advantage will be taken of

this privilege, and that no local rules will be made to interfere with the application of the phraseology of the standard grades as recommended by the Congress.

We believe that while certain commercial relations exist between the grades of grain and the range of prices, yet, as a general proposition, the grading of grain and the price that is to be paid for it should be as absolutely separate as oil and water. As I understand it, rules of grade were instituted to describe and define the properties of grain and to establish standards upon which the buyer and the seller might base their offers to buy and sell.

It has been held that the percentage system of grading would require so much time in its execution that congestion would result, thus rendering it impracticable. We give it as our conviction that the number of cars of grain that would have to be submitted to the percentage test would not exceed the present number of appeals, and, we further think, that the present number of appeals would lessen in the same proportion as our inspectors and dealers would gain experience in determining percentages.

I would especially recommend that each and every grain dealer carefully study these new grades, and I do not think any form of endeavor could bring better results, than for you to teach your farmers to know the meaning of the different grades, and thereby start a movement that would eventually result in your being able to buy their grain on grade. The outcome of such a practice would be, that you would either have the same protection at the hands of the farmer that now is guaranteed to him who buys of you, or, the producers would decline to sell until they could make delivery; both alternatives being designed to relieve you of the responsibility of carrying both ends, as you must now do if you wish to sell against purchasers from producers for future delivery. The activity and earnestness of the delegates, since the adjournment of the Uniform Grade Congress, has been a source of special gratification to us. We are also grateful for the friendly attitude of the grain exchanges of the country. As we have stated in communications recently sent from our office, we do not consider this work to be more than half done, and upon each and every individual grain dealer shall the outcome depend.

The attitude of some of the smaller grain exchanges has been to wait to see what some of the larger markets would do. When such cases have come to our notice, we have respectfully urged immediate action. We know that many of the Exchanges are prepared to reach conclusions more quickly than others and it seems to us that simple expedience would dictate that it were better for them to act promptly than to run the chance of having their waiting attitude construed as disapproval.

I have no doubt the future will develop strenuous opposition in some quarters. What great reform was ever accomplished without it? While we have not outlined any plans for combating the congestion, it is likely that you will be called upon to use your influence, and when the time comes, if it come it must, and we sincerely hope it may not, unanimity of action will be the only means by which we can hope to attain the coveted end.

Let us all things we should not affect a spirit of indifference. If we do not feel that the recommendations of the Uniform Grade Congress are what we would have them, it is our plain duty to investigate; to weigh the advisability of laying a foundation before trying to build the house; to clear our minds of all doubt, and then—to roll up our sleeves, and go to work.

Alcohol potatoes have been found by Professor Hansen, of the Department of Agriculture. These will grow 500 to 600 bus. to the acre, making 500 gallons of alcohol.

China is experiencing the severe pangs of hunger. Official reports from various prefects in north China confirm the dispatches that crops are almost a total failure. Many sections of the country are completely under water and 15,000,000 people are said to be destitute.

A bill authorizing the commissioner of internal revenue to make special arrangements for the denaturing of alcohol in small quantities has been introduced in congress by Senator Hansbrough of North Dakota. The bill is designed to aid the small distiller who cannot afford to erect a bonded warehouse.

The Uniform Bill of Lading.

[A paper read by Jas. W. Sale at the annual meeting of the Indiana Grain Dealers Ass'n.]

Since this subject has been assigned to me by our Secretary an agreement has been reached between the railroads and representatives of various shipping ass'ns with reference to the terms of a Uniform B/L which seems to obviate the necessity of any argument on the demerits or dangers of the form which had been suggested by the Carriers, and leaves little for me to say beyond giving you some history which will perhaps be ancient to most of you.

In April 1904 the Carriers in Official Class-



Jas. W. Sale, Bluffton, Ind.

ification Territory by concerted action attempted to adopt a new form of B/L known as "The Uniform Bill of Lading" containing features very obnoxious to Shippers. One of the stipulations differing from the old form was that it was to be non-negotiable, a very serious objection to Bankers who are expected to make liberal advances on shipments by means of drafts with B/L attached. It also released the Carrier from liability to the Shipper for loss, damage or delay enroute, unless the Shipper elected to pay freight at an advance of 20% above the established tariff rates, and to prevent any redress in court the Shipper was required to sign the B/L original and duplicate, thereby making it a joint contract enforceable at law as to all of its terms.

The proposed action of the Carriers met with such a storm of opposition from shipping interests, that the adoption of the form was postponed until October 1st, and again until January, 1905. In 1904 an organization known as the American Shippers Ass'n was organized by representatives of various shippers organizations, (among them being the Grain Dealers National Ass'n) which immediately commenced active opposition to the new form. In December of that year, they filed a complaint against the adoption of the new form.

A hearing was ordered by the Commission and the officers of the Classification Committee were summoned to appear before the Commission. As a result of the hearing, the railroads agreed to meet a committee from the American Shippers Ass'n in an endeavor to agree upon a modified form that would be acceptable to the shipping interests and in the meantime no further action was to be taken by the railroads until an agreement or disagreement had been reached. A number of meetings were held in 1905 and 1906, and each time progress was made. The last meeting was held in Chicago, December 7th, at which the contending interests finally reached an agreement upon the fundamental provisions of a new form. A Sub-committee is now at work on the phraseology of the bill and is to report during the present month.

From unofficial sources it is learned that four points of contention have been settled, as follows: Initial responsibility has been fixed upon the initial Carrier by law; Railroads are to be responsible for fire when it is the result of their carelessness; Responsibility for damages to property carried on open cars is to be assumed by the Carrier when the loss is the result of

negligence; the burden of proof in disputed claims is to rest on the railroad; not upon the Shipper.

However the same authority says that the new B/L will be stamped "NOT NEGOTIABLE." If this be true, there is yet serious objection to be made to the form at least by Shippers of grain, cotton and other farm products, and by Bankers as well. It is not likely that the officers of our National Ass'n will consent to allow this obnoxious feature to remain in the new form.

The American Bankers Ass'n has taken an active interest in the matter since 1905. At its annual meeting in November of that year a special committee was appointed to confer with the joint Committee of Carriers and Shippers. They were refused admission to the meeting of the Joint Committee and after being refused a hearing again and again they decided to seek relief thru national legislation and accordingly introduced a bill in Congress embodying the following features:

1. The issuance of Order B/L in which the words "order of" shall be printed.
2. To provide for full negotiability.
3. To prevent any alteration from enforcements of the bill according to its original tenor.
4. To relieve banks handling such documents from assuming any responsibility for quantity or quality of goods.
5. To keep valid a bill until its actual surrender and cancellation by the Carrier.
6. To hold Carriers responsible for the acts of their agents in issuing B/L.

After a conference with the House Committee on Interstate and Foreign Commerce at which the Chairman of the Carriers Committee approved and opposed the bill. It was agreed that as a final agreement by the joint Committee of Carriers and Shippers was likely to be reached shortly, that the Bankers Committee would then be called in conference with the Carriers, with the idea of embodying all points of agreement in one bill to be passed by Congress. Now, that the Joint Committee has agreed, it remains to be seen whether the promise will be kept. If it is, and the Bankers Committee can also reach an agreement with the Carriers, we will have a form adopted and given the sanction of law that will be just and equitable to all interests. If they fail to give the Bankers a hearing and insist on retaining the non-negotiable feature—Grain Ass'ns and Grain Shippers stand up against the form with all of their powers.

Shippers can depend on Bankers refusing to discount drafts with non-negotiable B/L attached, as collateral documents, which would seriously impede commerce as it is financed at present. The Shipper wants a B/L that will give him ordinary Common law protection from loss, damage and delay, and what is equally important he must have a document that will afford ordinary security to his Banker.

INITIAL CARRIER LIABILITY: One more feature of this subject I wish to explain in closing. With the passage of the Hepburn Bill last winter, a clause known as the Carmack amendment became a part of the law, which for the first time in Interstate Commerce required the Carrier to issue a receipt or B/L to the Shipper. It also makes the initial Carrier issuing the B/L liable for loss, damage or injury to the property whether caused by its own act or negligence or that of any Carrier over whose lines the shipment may pass to reach its destination, and states explicitly that no contract, receipt, rule or regulation shall exempt the initial Carrier from such liability. This makes the prosecution of claims much easier than heretofore, when each participating Carrier denied responsibility and the Shipper unable to obtain evidence independent of railroad records did not know who was responsible for his claim.

DO NOT SIGN B/L: As long as the Shipper does not sign his B/L thereby making it a special contract and subject to all of its printed or written provisions he is now reasonably safe from loss, but be assured that if you sign the contract you will have to accept its provisions despite the Hepburn Law. In this assertion I am sustained by numerous decisions of Supreme Courts both State and Federal.

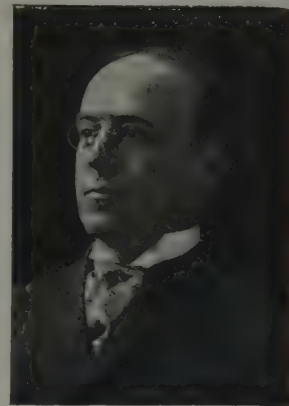
The whole question is now at a critical stage and the car and satisfactory agreement between the Joint Committees and the Bankers Committee cannot be reached, then we should join hands for speedy relief by Federal legislation.

The history of the B/L matter is a forceful argument in favor of organization. Without the various State and National organizations, which came together and quickly formed the American Shippers Ass'n for the purpose of opposing the adoption of the Uniform B/L, the inevitable result would have been that the form would have been in effect and Shippers its all thru Central Freight Ass'n Territory

would have been compelled to accept it with all of its obnoxious features for the past two years. It should therefore be gratifying to you that by your support of the State and National Grain Dealers Ass'ns, you have contributed in no small degree to the prevention of what would have been a high-handed outrage had the measure been forced upon you by the Railroads. Stand by your organizations, local, state and national, for in them is your only hope to successfully combat some of the burdens you would otherwise be forced to carry.

A Glimpse of the Wheat Industry in the North West.

The development of the grain business in the Northwest is a story replete with suffering and industry, borne by the early



C. M. Harrington, Minneapolis, Minn.

pioneer. From the middle of the last century until the present time northern immigrants have been devoted wheat raisers, wheat has been the favored crop of the homeseeker. The natural result of the enormous production of northern wheat has been the creation of many successful commercial enterprises and among them stands prominently the Van Dusen-Harrington Co.

It is now over fifty years since G. W. Van Dusen began to purchase wheat in Wisconsin. Those were days when it took grit to succeed, yet the present business of the above company is an animated monument to the memory of the elder Van Dusen.

The only methods of transportation in the Northwest during the early fifties were the mule team and flat boat. Mr. Van Dusen sent his wheat ninety miles by mule teams to Milwaukee and the farmers in southern Minnesota floated their grain to market in Mississippi flat boats. The grain was stored in "flat warehouses" which up to that time contained no machinery. All grain was sacked for transportation, and when the Chicago, Milwaukee & St. Paul Railway Co. built its line through Wisconsin, about 1857, the tariff rate for freighting was based upon the number of sacks to be transported. The bags were often loaded on flat cars like cord-wood.

About 1858 Mr. Van Dusen installed machinery in his flat house for elevating grain. The elevator consisted of a few cups on a belt and the motive power was a horse and windlass.

Early in 1860 Mr. Van Dusen located at Rochester, Minn., which at that time was becoming a great wheat center. In addition to his own business he was put in charge of a series of warehouses owned and operated by the Winona & St. Peter Railway Co. He continued in

charge of these until the company sold them to him. Those warehouses together with some other property previously acquired constituted the nucleus of a large line of country elevators owned and operated by G. W. Van Dusen Co.

In 1881 Mr. Van Dusen opened an office in St. Paul and later in Minneapolis, to facilitate the marketing of his wheat. C. M. Harrington, who had been associated with him since 1872, took charge of the office. The reproduction



F. C. Van Dusen, Minneapolis, Minn.

here of the Flour City's first grain elevator conveys an idea of the primeval appearance of Minneapolis in the early days. The small wood burning engine with a giant smoke stack is quite a number of years back of modern times.

One of the first principles of Mr. Van Dusen's early life was to insist upon the delivery of absolutely *good* wheat to the millers. The confidence thus early established and the honesty of purpose which has impregnated the actions of the company at all times probably has done more than any other one influence to bring it to its present high standing in the commercial world.

In 1889 the Van Dusen-Harrington Co. was organized to do a grain commission



G. F. Ewe, Minneapolis, Minn.

business. The business has been managed so successfully that it is now at the head of eight companies: Atlas Elevator Co., National Elevator Co., Home Grain Co., and G. W. Van Dusen Co., all

operating lines of country elevators; Inter-State Grain Co., operating country houses and a terminal; three companies operating terminal elevators only: Crescent Elevator Co., Star Elevator Co., and Pioneer Steel Elevator Co. The company not only does a general grain business but is engaged in handling live stock, lumber, and the banking business.

The Pioneer Steel Elevator erected by the Van Dusen-Harrington Co. at Minneapolis was the first plant in the Northwest to be built entirely of steel. Steel tanks have been used for storing grain for many years but this was the first elevator made with a steel working and power house. A view of this immense elevator is reproduced herewith. Its storage capacity is 2,000,000 bus. Ever since the elder Van Dusen substituted the cup and belt process for the shovel and muscle system in 1858, the company has used every mechanical device and improvement known to the trade.

The Van Dusen-Harrington Co. at the present time employs in its different interests seven hundred twenty-nine men, conducts 368 country houses and 8 terminals, and has storage capacity for 15,000,000 bus. of grain.

Portraits of the men behind this pro-

gression are shown here as follows: C. M. Harrington president, F. C. Van Dusen vice-president, G. F. Ewe, vice-president and J. S. Mathewson secretary and treasurer.



J. S. Mathewson, Minneapolis, Minn.



First Elevator at Minneapolis—On the "St. Paul & Pacific."

The Car Famine

Recently we sent out the following questions to a number of grain elevator operators and have received replies which follow them:

CAR FAMINE.

Dear Sir:

(1) We would appreciate it very much if you would kindly write on this sheet whether or not grain elevator operators at your station are experiencing any difficulty in obtaining cars needed.

(2) HOW MANY cars of grain have been loaded at your station since Dec. 1st?

(3) HOW MANY, in your estimation, would have been loaded out had the cars wanted been furnished?

(4) HOW MUCH, in your estimation, have the grain dealers at your station lost by reason of their not obtaining cars ordered?

(5) HAS IT been necessary for you to cancel any sales on account of being unable to make shipments?

Minnesota.

Wolverton, Minn.: At this station we have not been bothered very much as the crop was so light around here that there was no particular rush in grain. We have been closed up about four days on account of no cars and have lost money by not being able to get cars so as to get the grain out. We could not very well sell to arrive on account of not knowing when we could get cars. If we had had a good crop we would have had all kinds of trouble but as it was our elevator could store about all that was raised in this territory. No crop of oats and we had a very light crop of wheat all thru the valley here.—V. Fornquist, agt. Wolverton Eltr. Co.

Clinton, Minn.: Car conditions are daily getting worse altho we are getting a good supply of coal at present. We are not getting any cars to ship grain in as soft coal comes mostly in stock cars and hard coal in open flat cars. Six cars of grain have been loaded here since Dec. 1. Sixteen probably would have been loaded if we had cars. Have suffered a loss of about \$400. Have sold nothing for future as we anticipated car shortage.—Farmers Elev. Co.

Cokato, Minn.: We have had no trouble in getting cars here. About thirty cars loaded since Dec. 1. No sales have been canceled. House $\frac{1}{2}$ empty.—Farmers Eltr. Co.

Windom, Minn.: As there is a lot of coal and lumber received at this station we have not had any trouble in getting cars here. Some of the smaller stations are worse off than we are here.—Cooperative Eltr. Co., A. Evenson mgr.

Clinton, Minn.: (1) Have had trouble. (2) 20. (3) 30. (4) Nothing. (5) No.—C. E. Fletcher.

South Dakota.

Conde, S. D.—During the months of Sept. and Oct. very little grain was moved from this station as there were practically no cars furnished us during that time. From the latter part of October we had plenty of cars, and the wheat is pretty well cleaned up at this station.—A. Lewis.

Carthage, S. D.—(2) Have loaded 20 cars. (3) At least 35. (4) Have had to turn

away about two thousand bushels of grain on account of being filled.—R. F. Lyons.

Woonsocket, S. D.: We have not had trouble getting cars at this station. There have always been cars of some kind here. The only trouble has been in getting cars of certain capacities. Small cars were hard to get and sometimes had to wait for them.—A. N. Carlisle.

Castlewood, S. D.: The car situation here could not have been much worse. We are not able to estimate the amount of grain lost to this station on account of car shortage, but estimate our own receipts at our elevator as 40,000 bus. less than it would have been had we been able to get plenty of cars right along. It is impossible for us even at this time to get what coal we want although the station has not been suffering from want of coal. The car situation is not as bad since Dec. 1 as it was thru Oct. and Nov. Our house loaded 16 cars during Oct. and Nov. and we would have loaded at least 60 if we could have gotten them.—Farmers Eltr. Co.

Corona, S. D.: (2) About 100. (3) 150 would have been shipped out. (4) Hard to say how much is lost. Only lost thru drop in prices. (5) We never sell to arrive.—Farmers Eltr. Co.

Armour, S. D.: We have had very little trouble in getting cars here this fall and have no kick coming. Plenty of room in eltr. for all grain.—H. C. Knapp.

Wilmot, S. D.: (1) Yes, we are short of cars. I have had orders in for ten cars for 3 months. The car shortage is a very serious matter and there should be steps taken at once to relieve the conditions. (2) I have shipped 7. Presume other houses have about same, making in the neighborhood of 35 cars. (3) I would judge 80 to 100 cars would have been shipped had there been cars. (4) I cannot say. I lost \$1,100 in Nov. by not being able to deliver flax and wheat. (5) No, I did not have the privilege of canceling. I had to settle at an 8c per bu. loss.—C. E. McGowan.

Waubay, S. D.: Have had much trouble. (2) About 15. (3) 120. (4) \$100,000. (5) Have canceled many sales.—Waubay Eltr. Co.

Oklahoma.

Peckham, Ok.: We have indeed been having lots of trouble getting cars and are still having trouble. We have only sent out from this station something like 10 or 12 cars since the middle of Oct. '06. There seems to be no let up whatever in the scarcity of them. There is lots of grain that we should have gotten that was hauled to Santa Fe towns. We should have handled 100,000 bushels of grain in the same space of time we have handled 12,000. At present about 8 or 10 thousand bushels of corn on the ground, out in the weather with no hope of relief.—C. C. Thompson.

Oklahoma City, Ok.: (1) We have had trouble in getting cars. (2) This is a consuming point more than shipping. (5) Certainly have had to cancel some contracts. Railroads refuse to let equipment go off their rails and will not direct shipments beyond.—Robey Grain Co.

Atlers, Ok.: (2) Have loaded about 3 cars. (3) We can't estimate. (4) Beyond our knowledge. (5) We have cancelled

several sales.—Farmers Union Grain & Feed Co.

Mountain View, Ok.: (1) We have needed cars badly. There has not been much grain piled on the ground here as we would only buy what we could put under cover. (2) 12 or 15 cars have been shipped. (3) 50 would have been shipped. (4) Cannot make estimate of loss. The car shortage still continues. (5) Have cancelled 4 sales of 4 cars each of grain and a loss on 197 bales of cotton.—E. L. Campbell, Farmers Gr. & Mill Co.

Wheatland, Ok.: (1) Yes indeed. (2) About 5 I think. (3) In the neighborhood of 40. (4) Perhaps \$1,000. (5) Yes, several contracts have been cancelled.—Wheatland Grain & Lumber Co.

Fergusen, Ok.: (2) Have loaded 3 cars since Dec. 1. (3) Would have shipped 35 cars. (4) \$800. (5) Have cancelled sales for 30 cars.—D. S. Schreiber.

Manchester, Ok.: Yes, we have been short cars. Railroad allowed scoop shovel man to step in and take turn with us for cars, when they knew we had order in for cars and had wheat in our elevators. This deal was unfair but we had to stand it. (2) Have loaded 12 cars. (3) 100 cars or more would have been loaded. (4) Great many dollars have been lost. Can't guess amount. (5) No. Very lucky in that respect.—Manchester Grain Co.

Oklahoma City, Ok.: (1) We now have in orders for 12 cars and elevator full of grain. (2) Have loaded 65 cars. (3) Would have loaded 100. (4) Have lost \$1,200 to \$1,500. (5) Other party has several times canceled sales and then been offered less money.—Wheatland Grain & Lbr. Co. B. C. Headick, Pres.

Oklahoma City, Ok.: (2) Local consumption uses output here. (3) I personally have lost great percentage, 50% on account of failure to move. (4) Cannot arrive at a monetary loss definitely. (5) Could not accept any sales for certain delivery. Also many cancellations were made.—Elbert G. Rall.

Waukomis, Ok.: (1) Have had difficulty getting cars. (2) Loaded out five cars. (3) Would have loaded out perhaps 40. (4) \$1,200. (5) Some sales have been cancelled.—Geo. Groseclose & Son.

Hennessey, Ok.: Yes we want cars. At present there is at least 10,000 bus. of corn on the ground rotting. Elevators are all full of wheat and no room to handle it. We have not had a car for grain since Sept. (2) About 10 cars. (3) At least 200 cars. (4) Between \$9,000 and \$10,000. (5) Have had all of our grain sales cancelled since October 1st. Can't get cars to keep our mill going half the time.—Star Mill & Eltr. Co.

Norman, Ok.: Yes we need cars. We operate an elevator at Moore, Ok., and have a large amount of corn on ground there exposed to weather by reason of not cars to be had. Only 2 cars furnished there in last 12 days when 15 cars were needed. (2) 30 cars. (3) 40 cars would have been shipped. (4) Have lost \$200. (5) No, because we hesitated to enter into contracts on account of scarcity of cars.—Norman Mfg. & Grain Co.

Wakita, Ok.: (1) Have had trouble in getting cars. (2) Have loaded out about 15 cars. (3) Would have loaded 80 if could have gotten cars. (4) Have lost \$1,600 to \$2,000. (5) It was useless to make sales as we would have had to cancel them. We lost quite a sum by having wheat get hot and musty in bins.—F. W. Hipple.

Newkirk, Ok.: We have experienced a genuine scarcity of cars, or a failure to secure a sufficient number of them. It has been a great detriment and caused us a great loss. We have had 12 cars since Dec. 1. All of the elevators here have loaded about 40 cars since Dec. 10. There would have been loaded out I should judge



Wheat Piled on Ground at Conde, S. Dak.; No Cars to be Had.

about 80 cars if not more in the same length of time if cars could have been secured. Our firm has had to cancel some good contracts on account of not getting sufficient cars. We have turned away at least 10,000 bus. of wheat for want of room and have requested farmers to hold back contract grain so we would not have so much piled out. The buyers here have each lost quite a sum of money on cancelled and extended contracts. Also loss on grain belonging here which went to other towns. I cannot form an estimate of the amount of loss. From the outlook now the indications point to a better supply of cars. We hope for relief at once.—Miller & Armstrong.

Kaw City, Ok.: Have been short cars. There is in the neighborhood of 40,000 bus. of grain piled out and exposed to the elements. The car situation was relieved for about a week last Dec. but is back again now. (2) Loaded out 20 cars since Dec. (3) Would have loaded 50. (4) \$3,000 loss. (5) Many sales were cancelled at a loss.—Kaw City Mill & Elev. Co.

Lockridge, Ok.: We have loaded 5 since Dec. 1. I think the other elev. has done about the same. I now have orders in for 7 cars and some of the orders have been in for 5 weeks. Could load 2 more as fast as could get them. The other man is in no better condition. I have had to cancel one sale and 2 more are limited to the 12th and 15th of this month. Quite a pile of grain on the ground here on account of the elevators being full and no cars to move it.—Comstock, Cashion & Lockridge Grain Co.

Lawton, Ok.: 100 cars of grain have been loaded at this station. Have been able to get cars most of the time. At small stations on outside they are not obtainable.—Lawton Mill & Elev. Co.

Indian Territory.

Mounds, I. T.: We have been having a great deal of trouble getting cars all season, but we are getting them more freely now. (2) About 35 have been shipped. (3) Judge about 50. (4) Not less than a \$1,000 loss. (5) Yes, sales have been canceled.—C. F. Borgelt & Sons.

Iowa.

Keota, Ia.: I have had cars ordered for weeks and have been unable to get them. I have no remarks to make concerning the condition of things. Only I wish that things would be adjusted so we could ship our grain somewhere near the time we desire.—J. W. Harding.

Elkader, Ia.: This not being very much of a grain station there has not been any cash lost by not having cars. I always had room for all grain that was offered. I always ordered cars long way ahead and keep posted by asking farmers how much they will bring.—J. Lamm.

Hornick, Ia.: (1) Have had some trouble in getting cars. (2) 8 or 9 cars have been shipped. (3) 50. Possibly more. (4) Have lost 2 1/2¢ per bu. (5) Have had to cancel some contracts.—Medberry & Darneil.

Halbur, Ia.: (1) We received cars nearly always in a short time when ordered. (2) We loaded 12 cars in December. (3) Don't know. (4) We have not lost anything. Don't know about other elevator.—Halbur Grain Co.

Kansas.

Millerton, Kan.: (1) Have had trouble in getting cars. (2) Shipped 5 cars. (3) Probably 25 or 30. (4) \$500 or \$700. (5) Luckily no.—Seltz & Rander.

Nebraska.

Blue Springs, Neb.: (2) 12 cars. Shortage commenced about Dec. 10 to 15. (3) Probably would have loaded out 30 to 40. (4) Loss to us has been from two to three hundred dollars. Maybe more. (5) Fortunately not, but we shut off sales because we knew we could not deliver.—Blue Springs Farmers Elev. Co.

Falls City, Neb.: While cars have been scarce we have not lost any grain on that account and have no complaint to make.—P. S. Heacock & Son.

Lebanon, Neb.: (1) Lots of trouble getting cars. Shelled corn, ear corn and wheat are often piled on ground awaiting shipment. (2) 18. (3) 30. (4) Hard to estimate. (5) We were not able to make satisfactory sales on account of not being able to get cars.—Lebanon Grain & L. S. Shipping Ass'n.

Wisconsin.

Hudson, Wis.: I am the only grain buyer at this station. Have not shipped any grain of late. Have had cars ordered for two weeks. Haven't received any as yet. I had more trouble in getting cars here in Sept. when I was getting grain from the threshing machines than at any other time.—L. G. Greene.

Fremont, Wis.: During Dec. we sent out six cars of grain. Have not made any complaint on those. Have had to cancel sev-

eral orders on account of no cars. This is more of a potato market.—Geo. H. Dobbin.

North Dakota.

Glenullin, N. D.: (2) Have loaded 56 cars here since Dec. (3) Had we had cars might have shipped 125 cars. (5) Have cancelled no sales.—Curlew Elev. & Lumber Co.

Backoo, N. D.: This village has three line elevators with capacity of about 25,000 bus. each and all of them have been blocked most of the time. Ten cars of grain have been shipped out from this point since Dec. 1, '06, and 3 of these cars have been waiting loaded on side track since Dec. 25. Fifty or more cars would have been loaded during Dec. had we been able to get them. There is no question that a serious loss is sustained by the elevator companies on account of the shortage of cars and inability to ship and fill sales contracted. The farmer is also much affected as a great number of them have bills to pay which they can't meet, although they have the grain in their granaries and the interest goes on. This item alone figures up to a large sum, besides many other inconveniences.—S. Gudmenson, Agt. Nat. Elev. Co.

Fullerton, N. D.: (1) Yes, have had difficulty in getting cars. (2) Loaded out 24 cars of grain. (3) Might have been 90. (4) Have probably lost 50,000 bus. by not getting cars. (5) Several contracts had to be cancelled. Our three elevators are full and closed up about half of the time.—K. S. Jensen Mgr. Marshall McCarty Elev. Co.

Johnstown, N. D.: We had some trouble getting cars early in the fall but not later on. We were nearly all shipped out before the ground froze up. We were given better car services than we likely would have had if the Soo line was not a competitor here with the N. P. altho there was really no suffering anywhere on this line from Pembina to Grand Forks, and they were also nearly all shipped out before the snow flew. We have had no grain piled on the ground and none of our elevators were full at once, and therefore some of us were able to take in the grain as it came along.—Wm. S. Hanna Agt. Monarch Elev. Co.

Cooperstown, N. D.: (2) Forty cars loaded by 6 elevators. (3) We would have loaded a car or two every day if we could have gotten them. (4) If we could have gotten cars when we wanted them and needed them most we would have handled 100,000 bus. more grain. Cars loaded here Nov. 28 were not pulled out until Dec. 28. There were 45 loaded cars in yards Dec. 28. Now a snow blockade. Have had no freight for a week.—O. H. Hoveland.

Ganville, N. D.: The car situation is bad both for shipping grain and coal. This community is almost entirely out of coal and when a car comes to town, farmers and every one can get only from 300 to 500 pounds. Farmers come in 15 to 20 miles and get only 300 to 500 pounds and are kept on the road most of the time. If a storm would come to keep them home three or four days there is no doubt there would be great suffering among them. At this time there is and has been for at least thirty days 20 cars of coal en route for this town and it can't be gotten through. When the people are entirely out of fuel the Great Northern Road will turn a car over to some dealer to dish out, and demand \$3.50 per ton for a very poor quality of soft coal dealer to stand all shortage, which at this time is sometimes great, owing to the fact that company coal is shipped in open cars, and people that need coal and cannot get it in any other way help themselves. (2) Thirty-five cars have been loaded here since Dec. 1. (3) 100 would have been loaded. (4) Have lost \$5,000. (5) No sales cancelled. Made sales

to suit car situation.—Farmers Elev. Co., R. S. Richardson, Mgr.

Dwight, N. D.: Yes, have had trouble getting cars. (2) About 12. (3) About 40. (4) About \$2,000. (5) Yes, many sales have been cancelled.—Wenaus & Johnson.

Edinburg, N. D.: (2) We have loaded one car. Could have used 20. We have been blocked nearly half the time since last September. The four line houses here have had their troubles too, but not so bad since they have larger elevators. The car situation has indeed been bad here. From our answers you will see it could not have been worse. (3) About 60 more. (4) Hard to estimate but the loss is very great for us anyway. (5) We were compelled to hedge our stuff on future delivery, when we noticed the scarcity of cars, so we have not cancelled any sales yet. We still have some old sales unfilled.—Rustan & Folson.

Ayr, N. D.: It is a car famine now. We have been closed down for a month. (2) Have shipped 15 cars. (3) Would have loaded out 100. (4) Have probably lost 70,000 bushels. (5) Have cancelled lots of orders.—G. B. Martin Agt. Winter & Ames. Co.

Drake, N. D.: Since the first of Dec. we have received 9 cars. I may also state that some of these cars we had to (may I say) steal and do our own switching. I have had cars on house track 10 days before I could get train to spot same. We have four empties on coal track that have been there for one week. They do not make any effort to relieve us with those cars. The same conditions exist with loaded cars. We have had cars standing on the tracks thirty days before they would pull them out. Cars here at present have been loaded three weeks. It would be hard to figure out the losses to elevator men when as far back as Oct. we had to sell for distant future and could not take advantage in premiums to arrive. Ry. Co. howled about Duluth being blocked. How about Minneapolis? We had billings for that city. I am always willing to give the railroads just dues but it seems it is past due with interest now.—Thos. Lytle.

Donnybrook, N. D.: We have had a great deal of trouble about getting cars here. Our company has lost about \$1,000 so far on account of no cars and also sales we are carrying that should have been delivered in December. I only loaded five cars in December where I would have loaded 15 at least if I could have gotten cars. There has been no grain piled outside this year although there would have been if we would buy it.—J. H. McCarthy, mgr. Farmers Elev. Co.

Adams, N. D.:—(2) 25. (3) 60. (4) Can not say. (5) No. Cars loaded six weeks ago have not been moved out of the station. No freight train for two weeks.—McEwan, Daugherty & West.

Corn in Open Crib at Paulding, O.

Illustrated herewith is a 300 foot crib full of ear corn at Paulding, O. It is owned by Ireton Bros. & Eikenbury Co., and contains over 30,000 bus. It was built by placing 6x6 inch posts 8 ft. apart and stretching heavy wire across.

It was not the original intention of the builders to have the crib covered, but at the time Secy McCord inspected it, as is shown in our engraving herewith, nature had very kindly provided a soft roof of pure white.

Evidently cars are scarce in Ohio, as well as in some other sections of the country.



Secretary McCord Surveys 30,000 Bus. of Ear Corn on Ground at Paulding, O.

Annual Meeting Indiana Grain Dealers Ass'n, Indianapolis, Jan. 17-18

The Fifth Annual convention of the Indiana Grain Dealers Ass'n was held in the Claypool Hotel, Indianapolis, Jan. 17 & 18. From the moment President E. M. Wasmuth struck his gavel for order at 10:45 a. m. Thursday until adjournment sine die Friday afternoon every session was marked by good attendance and enthusiastic attention.

The addresses delivered on subjects of vital interest to the Grain Dealer were especially well prepared and are worthy of study by every regular reader.

A resolution introduced by John McCordle of Indianapolis asking the association to endorse a bill presented to Congress by Hon. James E. Watson providing for the Government inspection of all grain and seed provoked the most discussion.

President Wasmuth opened the convention with the following address:

President's Address.

Another year has gone and stock taking has developed the measure of profit or loss. With bountiful crops which have given all a fair volume of business and with markets that have not been attended by violent or rapid fluctuation there have been opportunities for profitable business operations, which I hope have been taken advantage of by all.

During the year much work has been accomplished by the Ass'n, your Sec'y having been active in looking after your interests at all times. There were three meetings of the Board of Managers, two of which were called for the purpose of considering the routine business, and one to take up the demurrage question.

DEMURRAGE: At this meeting, which was held early in the year, it was decided that the Ass'n should join with the Indiana Shippers Ass'n and others in petitioning the State Railroad Commission to formulate rules to govern the Indiana Car Service Ass'n in the collection of demurrage charges, and if within its power, make rules to govern the movement of loaded cars and the furnishing of empty equipment, and to assess a like or reciprocal demurrage charge in the event of their failure to observe them, against the transportation companies. A committee consisting of John McCordle, Claud Loughry and A. F. Files was appointed, which met with like committees from other ass'ns, and the case was heard by the Commission in August. Much evidence was furnished demonstrating the injustice of the rules in force, and favoring reciprocal rules.

RULES RECENTLY ANNOUNCED by the Commission and becoming effective January 1st, last, are the outcome of this case. They apply only to the collection of demurrage from the shipper and receiver, and by their failure to act, the Commission acknowledges its lack of authority to assess penalties against the railroads as demurrage charges. It is hoped and expected that the Legislature at its present session will enact a law granting the Commission the power to make and provide for the enforcement of such rules as will exact from railroad companies penalties for the failure to move loaded cars a reasonable distance per diem, and also for the failure to furnish empty equipment when needed.

THE ONE REAL IMPEDIMENT in the way of the grain dealers' successful prosecution of his business during the year, has been the absolute failure of the railroads to furnish equipment for the prompt movement of the grain. Many elevators have been closed, and at others, corn has been thrown upon the ground, without protection of any kind, and has been greatly damaged by the recent heavy rains.

These deplorable conditions are not confined to the grain business nor to Indiana, but extend to every other commodity, and all over the country. In one place there is congestion, and in another famine, and it is apparent that some drastic measure must be taken to secure relief. Recent developments indicate that the time is not far distant when there will be enacted

a national reciprocal demurrage law, framed on as conservative lines as possible to bring the desired result, and it is hoped that our state legislature will act in such a manner as to make this legislation cover intra-state as well as inter-state commerce. The effect of their failure to do so, in the event of national legislation, is easy to foresee. Other states are falling in line and before the Legislature have all adjourned. It is probable that a dozen states will have enacted reciprocal demurrage laws.

Following these enactments, the shippers of this state will be in worse condition than now, if relief does not come speedily, as the empty equipment and motive power will be used where failure to furnish it would be followed by a penalty. This Ass'n should authorize a committee to act in this matter and give all possible assistance to the Indiana Shippers Ass'n in its efforts to secure this and other legislation increasing the power of the State Railroad Commission.

THE HEBERN BILL for the regulation of railroad rates has been enacted by Congress. This legislation goes a step farther in the interests of shippers and in the prevention of discrimination. It should not be forgotten that the Indiana Railroad Commission law of which this Ass'n was the principal instigator and champion, was the stepping stone to this very important and far reaching reform. Many, it not all, of the grain shippers of Indiana have been greatly benefited by this law ready. A notable instance of the benefits received is the removal of the so called "plus-rates" enforced by several railroads within the state before this law went into effect. Dealers who had never been upon an equality with their competitors on other roads, have been made so by this legislation.

LEGISLATION: At the last meeting of your Board of Directors, it was decided that the Committee on Legislation, which acted for the Ass'n during the last session of the General Assembly, should be re-appointed, and they were instructed to seek such modifications of the Landlord's Lien Law as will result in the elimination of the responsibility now attaching to the grain dealer by reason of the provisions of the present law without destroying the reasonable interests of the landlords. A bill for this purpose is being framed by this Committee, which consists of Chas. T. Bash, P. E. Goodrich, T. A. Morrison, Jas. W. Sale and W. W. Alder. Our members should make themselves acquainted with its provisions and secure the support of their representatives for it.

UNIFORM GRADES: Recently, thru the efforts of our National Ass'n, a conference of delegates from the different receiving markets and Ass'ns was held in Chicago, and uniform rules for the grading of grain were formulated. These rules have been adopted by a number of the exchanges and such action will be taken by others. It now seems probable that the much desired adoption of Uniform Grading Rules will soon be an accomplished fact. It should not be forgotten, however, by those in control, that uniform rules will not be taken as a panacea for all ills by shippers, but that in addition to this, there must be as nearly uniformity of inspection as is possible. Inspectors should hold frequent meetings and confer with each other as to the enforcement of these rules, and act in such a manner that their integrity and honesty of purpose cannot be questioned.

A year ago, this Ass'n endorsed the McCumber Bill for government inspection. I do not wish to be understood as favoring such legislation. On the contrary, it would be a question whether it would not be undesirable, but it seems apparent that the time must come when the inspection departments of all receiving markets shall be managed by entirely disinterested parties or by those responsible equally to both parties to the contract.

ARBITRATION: Experiences of the year show plainly that we should carry with more dignity and urge upon our members more strenuously, the use of our arbitration committee. To my mind, this is one of the important works of the Ass'n. It affords an opportunity for the settlement of difficulties and disagreements without resort to the courts. The work of the committee should be done with painstaking care, and should command the

greatest respect, but the use of this court should be insisted upon. In the event that a member continues to refuse to arbitrate, the Board of Managers should have and use the power to suspend or expel him. There should be no laxity.

I desire to urge upon all, that while we associate together for the purpose of correcting the abuses of markets and in bettering the trade conditions that affect us in all our transactions, that we do not forget that the care with which we keep our contracts and the clean and fair manner in which we prosecute our business, will largely determine the measure of our success.

CONTRIBUTIONS TO CORN SHOW: In a circular letter to our members in December, I urged a contribution to the Indiana Corn Growers Ass'n for the purpose of increasing the fund for the payment of premiums at their Annual Corn Show, which is being held at the Experiment Station at LaFayette this week. I wish to take this opportunity to thank those who responded. The benefits derived by the grain dealer from the improvement of the corn crop are large, and as the means for securing funds for the purpose are very limited, our members should help willingly.

For your entertainment and profit, the Board of Directors arranged for a corn contest at this meeting. These contests, which are encouraged by the Indiana Corn Growers Ass'n, are being held in numerous counties of the state as well as at the Experiment Station at LaFayette. They prove to be an effective way of interesting the farmer in the improvement of his crop, and if it is the wish of the officers of the Corn Growers Ass'n, I trust that the dealers in every county in the state will take the initiative in holding these contests. A few years of this work would result in cutting down to a minimum our receipts of immature, cobby and unmerchantable corn, and would result in much profit to us. Dealers who had contests last year, report that they could plainly see the effect in the corn that came to their elevators this fall.

SUPPORT ASS'N: I want again to urge the support of the Ass'n upon the dealers of the state. While the Secretary's report will show the Ass'n to be in healthy condition, we only avoid debt by the strictest economy. While the membership holds up and slowly increases, still less than half of the dealers of the state are doing this work and bearing the expense, while all reap the benefits. There should be more loyalty among the dealers and more unanimity of action. If you are not a member, be manly enough to join today, and if your neighbor is a non-member, shame him into joining.

Sec. J. M. Brafford read his annual report as follows:

Secretary's Report.

Mr. President and Grain Dealers: Our membership at present is 237, which is the largest it has ever been in the history of the organization and consists of 243 country grain dealers, 40 receivers and 4 special members; and we are receiving dues on 119 additional stations. We have gone thru the last year, as you will see by the detailed financial report herewith submitted, with a profit, and I am glad to say, with a balance in the treasury.

Total receipts for the year was \$3,842.09; Total expenditures, \$3,675.53; balance \$166.56, which is gratifying. The response to the statements of dues sent out the first of the year has been extremely liberal and our collections to date are \$381.25, for which I am under great obligations to the members, and I cannot help, but feel that they appreciate what we have been doing to do for them and show it in their prompt payments.

Your Secretary has attended about one hundred meetings of Local Ass'ns in the different parts of the State in the past year, besides the Annual Convention of the Grain Dealers National Ass'n and the Uniform Grades Congress in Chicago.

The General State of the trade over Indiana during the year has been extremely good. There are some rough places but not many. The phenomenal yield of wheat gave the dealers an excellent crop to handle and it was taken care of and marketed in splendid condition.

The oats crop, while not large, was handled fairly well and to the satisfaction of most of the dealers.

THE CORN CROP so far has been a disappointment to the dealers. Two things have irritated against the handling of it; the one which has bothered the majority of the dealers the most has been the extreme shortage of cars; the other has been the extraordinary rainy, soft, mushy weather,

which has caused a large proportion of all the corn in the different markets to grade No. 4 and quite a bit of it "no-grade." There is one thing, however, we can congratulate ourselves on and that is that the corn does not heat this year like it did last. With the same kind of corn as last year and this weather, the losses entailed would have been a great deal larger than last year.

One thing that will probably be touched on by a number of speakers is the carelessness of the farmers in keeping their corn uncovered, and permitting all the rains and snows of the winter to soak down thru the crib. There will have to be a different price paid for this kind of corn. It is unfair to the careful farmer who buys lumber and covers his cribs. It is impossible for the dealer to handle this kind of grain and get out even on it. He cannot tell how many pounds it will take to make a bu., and even if he discounts it three or five cents a bu., he is not sure that he has bot a bu. of corn. The strange thing is why they will take such care of the wheat and oats and be so careless with the corn. There is only one explanation for it and that is, that they are able to sell the wet, damp corn at the same price that their neighbors do the dry.

PRIZES FOR CORN—Your Board of Managers has seen fit to instruct your Secretary to offer six prizes for the best five ears of corn raised in Indiana, barring professional seed growers and those who have heretofore taken premiums at Purdue University. They have offered a larger premium for the yellow because at all times of the year it usually sells for from $\frac{1}{2}$ to 2c. more than mixed corn. However, there are some portions of the State that raise pure white corn and are able to sell it to industries at a premium over mixed, equal to the premium on yellow; still it is not general and it is not to the interest of the grain dealers to encourage the raising of white corn. But we felt that white corn, being a pure corn, was entitled to a premium as an encouragement for those sections that raise exclusively white corn. The Corn Growers Ass'n of Indiana has consented to have two of their members in company with their President, who will address us tomorrow, score this corn and we hope the interest taken in it will encourage the raising of better corn.

UNIFORM GRADES CONGRESS: The general sentiment was that unless all of the Boards of Trade in the United States speedily adopted Uniform Grades, that the National Government would pass a law, giving over to the Secretary of Agriculture inspection of all interstate grain. Some of the Boards of Trade have adopted it and some have not, and from appearances, the old-time jealousies and bickerings between the different Boards will prevent it. In the opinion of your Secretary the ultimate result will and should be Government inspection.

The Secretary desires to thank each one personally for the assistance you have all been to him during the year. I have never asked a single dealer to do anything in the interest of the trade, which has not been cheerfully and willingly done. Your Sec'y has been able to settle a number of cases by personal intervention. It has only been necessary in two cases to resort to arbitration, which is surely less expensive than the old-time lawsuits. I am sure that whoever may be your Secretary, that he will be perfectly willing to take up differences at any time between receivers and dealers and help them arrive at a settlement without the expensive lawsuit.

CLAIMS AGAINST RAILROADS: Your Sec'y would recommend that a good firm of attorneys be selected in Indianapolis, to whom all claims against the railroads should be referred by dealers throughout the State, either before or after they had exhausted their efforts in making the collection. I have in mind a number of honest and meritorious claims that have been rejected by the different railroads simply because the roads feel that the individuals would not sue them, as an individual. I believe we could make arrangements with a firm of attorneys to handle them on a commission and I am sure that all of them centralized and given to men who would familiarize themselves with the different railroad usages and laws pertaining to the same, would be able to collect more of them, than individual attorneys throughout the State, and that it would have a great deal more weight, than if presented by the grain dealers themselves. I would suggest that your President appoint a committee to take this into consideration.

LANDLORD LIEN LAW: The Legislature is now in session and your Sec'y would very much like to see the Law

amended in such a manner as to protect the grain dealers. We are willing to pay for grain once, but do not care to pay for it twice. A bill has already been introduced known as Senate Bill No. 10 by Senator Cavins from the South part of the State and we would very much like to see a committee appointed, to whom this bill could be referred. We have already interviewed the Senator and he has promised to assist us in any way, that we deem advisable, or to accept any amendments that will not weaken the Landlords' Lien Law as it now exists, but that will protect the grain dealers from dishonest tenants or dishonest landlords, because there can be a collusion between landlords and tenants, as the law is now and from which the grain dealer would be the sufferer.



President Thos. A. Morrisson.

SHIPPING STORED GRAIN: There is another paragraph in the grain laws of Indiana, that none of you probably have ever noticed but which is very dangerous to any grain man who takes grain on store and ships it out and sells or stores it elsewhere, without the written consent of the depositor. He has plenty of power under the law to go into court and have you indicted and subjected to a very heavy fine or a penitentiary sentence and unless it can be amended, I would advise you all to have written or stamped across your deposit tickets a contract, giving you the authority to ship the grain out or store it or sell it at some terminal market for the account of the depositor and thereby only be liable for the grain alone and not under the criminal code. The statute I refer to is 8726 R. S. on page 1221, Vol. No. 3.

RAILROAD COMMISSION SHOULD CONTROL INSPECTION: We would also like to see statute No. 8718, page 1219, Vol. No. 3, on the subject of inspection of grain, changed to give the Railroad Commission authority to appoint the inspectors in Indiana, supervise the inspection of grain by making all the necessary rules therefor and take the authority away from the commercial organizations, Boards of Trade and County Judges to appoint the inspectors. As it is now, we have a dual inspection in Indiana, half State and half Board of Trade and Commercial Organizations. At Indianapolis the inspectors are appointed by the Board of Trade; at LaFayette they were at one time appointed, one by the county judge and the other by the Commercial Club. At South Bend, Wellsboro and LaPorte, they are appointed by the County Judge and in that way are State inspectors. The country grain shipper pays all this expense anyway and it does not cost the organizations or the State one cent. Therefore, I think it just as well that all be lodged under the control of the State. We congratulate the General Assembly on having an up-to-date grain man for Speaker of the House and they have three or four other members, who are country grain dealers, so our interests under the circumstances should be reasonably well taken care of, altho we are not assailing any favors.

Treasurer B. A. Boyd reviewed the financial condition of the association as reported by the secretary. He incident-

ally remarked that a number of the members held back their dues until the annual meetings so they could pay their money to the "good looking lady," Bernice Hall, private sec. of Sec. Brafford. He also said there was \$166.55 in the treasury, and as proof of the assertion held a stocking full of money before the convention.

The treasurers report of Receipts and Disbursements follows:

Financial Report.

January 1st, 1907.

Indianapolis, Ind.

Report of the Receipts and Disbursements by the Secretary of the Indiana Grain Dealers Ass'n for the year ending Jan. 1st, 1907.

RECEIPTS:	
Account of dues	\$2,801.80
Account additional stations.....	572.65
Misc. receipts.	
Cash in Treasury Jan. 1, '06.....	3.24
Arbitration fees	32.90
Membership fees	50.00
Mileage Rebates	40.00
Directories sold	9.00
Demurrage Fund	24.00
Ads in 1907 directory.....	308.00
Withdrawn by error.....	.50
Total	\$3,842.09

DISBURSEMENTS:	
J. M. Brafford, Sec'y, salary.....	\$1,650.00
B. L. Hall, Stenographer, salary.....	543.00
Frank Perkins, stenographer.....	9.00
Board of Managers-meetings, etc.	60.70
Grain Dealers National Ass'n—	
Dues	265.50
Arbitration—payment of awards.....	32.45
Traveling Expenses, J. M. B.—E.	
M. Wasmuth, Pt.....	371.55
Office Expenses—rent, phone, etc.....	282.93
Printing and Postage	212.95
Misc. Expense. (1907 directory,	
Shippers, etc.)	217.45
Total	\$3,675.53
Cash in Treasury	166.56

Geo. C. Wood moved that reports be referred to auditing committee, Motion carried.

Sec. Brafford read a letter from Henry L. Goemann, in which he expressed regrets at being unable to attend meeting and address the convention on "The Grain Business as viewed by a Buyer in the Terminal Market."

Secy read a letter from the Toledo Produce Exchange asking that the Ass'n use its influence in getting the Associated Press to send Toledo market reports to all newspapers accepting its service.

President Wasmuth appointed the following regular and special committees:

Nominations: C. Mollett, R. Alexander, Thos. Ryan, J. W. Sale, Walter Aiman, C. M. Barlow, Fred Kennedy.

Committee on Railroad Claims: O. J. Thompson, Bert A. Boyd, A. F. Files, J. W. McCordle, C. Valentine.

Auditing Committee: T. B. Wilkerson, A. E. Betts.

Committee on Resolutions: Geo. C. Wood, A. E. Reynolds, J. S. Hazelrigg, E. K. Sowash, N. H. Robinson.

Committee on Laws: P. E. Goodrich, J. W. Sale, E. W. Ball, T. A. Morrisson, Cloyd Loughry.

John W. McCordle introduced the following resolution.

WANT GOVERNMENT INSPECTION. WHEREAS, The Hon. James E. Watson, member of Congress from the Sixth District, this State, has recently presented a Bill to Congress seeking to secure the enactment of a law providing for the Government inspection of all Grain and Seed that enter into and become a part of Interstate and International Commerce; and WHEREAS, The different markets in this Country have so far failed to maintain a system of uniform grades and uniform inspection of Grain and Seed, therefore, be it

RESOLVED, that we, the Grain Dealers of Indiana, in annual session, endorse the measure proposed by Mr. Watson and earnestly urge upon Congress the importance of the enactment thereof, and we further urge upon the Senators and members of Congress from this State, the importance

of this legislation and the desire that they will render all the assistance possible in securing the enactment of this or a similar measure that will insure Government inspection of all Grain and Seed that may become a part of the Interstate or International Commerce, and the Secretary is directed to transmit a copy hereof to each of the Honorable Senators and Congressmen from this State, and to the Honorable Secretary of Agriculture, with such further statement as may seem proper.

After short discussion it was moved and seconded that resolution be referred to Committee on Resolutions. Motion carried.

Meeting adjourned until 2:30 p. m.

Thursday Afternoon Session.

Pres. Wasmuth called meeting to order at 2:30 o'clock and introduced Union B. Hunt, Chairman Railroad Commissioners. Mr. Hunt said in part:

THE RAILROAD COMMISSION.

I am glad to be here gentlemen and congratulate you upon the good work your ass'n has done in giving to the state the railroad commissioners. Your commission has been hampered by lack of authority and what they have done is the best they could do with power granted them. You are entitled to thanks for the piece of perfect legislation which your efforts have placed on the statute books. Tho the authority of the commission is limited I believe that their work has been worth more to the people of Indiana than all the legislation for the last decade. When the carriers realized there was somebody to whom complaints could be brot they recognized they must give the kind of service the people are entitled to and conditions began to assume a better aspect. Allow me to refer to Indiana Car Service rules.

[Here he read rules.]

There is no ambiguity about those. Carriers must obey these rules and so long as the Railroad Commission is so constituted as it is, laws will be enforced. Mind you, I am not making an attack on the roads. We must not destroy or hamper, or countenance vicious legislation. But we must insist upon equal service to all the people of the state. In talking with a railroad man a short time ago I asked him why he appealed from the decision of the commission. He said, "you are not far out of line, but the coal dealer and the grocer and the grain shipper are beginning to think your decisions always mean a reduction of the rate."

I told him that we must have rates upon a proper basis with discrimination toward none. The Commission has the power to appeal to the Interstate Commerce Commission for an adjustment of an interstate rate. We have not had to apply yet. We have merely called the attention of the railroads to inequalities and with one exception they have yielded. In this one instance the road has asked for one week more of time in which to make the decision. This is the result of your efforts gentlemen.

Now we are going to ask the legislature to give us more power, not because we especially want to do more work but for the good of the people. We want to be able to accomplish more. The state railroad committee wants more power to control demurrage, to obtain broader rate legislation; broader powers to compel R. Rs to furnish equipment to care for business; greater powers over the physical conditions.

All we can do now with the physical condition is to investigate and tell Gov. Hanley, who has not the power wished for either. We wish to compel the roads to use modern safety devices and to insure the preservation of life and limb.

I thank you for what you have done citizens of this great state of Ind. We want no vicious legislation, no rashness nor hampering of the financial interests, but service for all the people alike.

A vote of thanks was tendered Mr. Hunt for his address.

Jas. W. Sale read a paper on the Uniform Bill of Lading, which is published elsewhere in this number.

E. W. Bassett read a paper on Rein-spection in Terminal Markets, which is published elsewhere in this number.

Committee on Resolutions then made the following report:

FEDERAL SUPERVISION OF INSPECTION.

We the majority of your committee to whom was referred the Resolution indorsing the bill introduced in Congress by the

Hon. James E. Watson for the Federal Inspection of grain beg leave to report as follows: In lieu of the provisions in said measure calling for Federal inspection we recommend the substitution of provisions calling for Uniform Grading of all grain and seed under a standard fixed by the Bureau of Agriculture and under its direct supervision, leaving the different Boards of Trade of the country free to make their own appointments as to inspectors, grain commissioners etc.

Geo. C. Wood,
J. G. Hazelrigg,
A. E. Reynolds.

We the minority of your committee to whom was referred the Resolution indorsing the bill introduced in Congress by the Hon. James E. Watson for the Federal inspection of grain, recommend the adoption of said resolution.

E. K. Sowash.

A vigorous discussion followed the report.



Secretary J. M. Brafford

J. W. McCordle: I have been a shipper for the last 25 years and while I am not in the grain business at the present time I am here to say that inspection is not done fairly. I have been favorable to a check inspector, but while this can not be done, I now believe we should have Federal inspection. We want Uniform Grades but we can never get them until we have Federal inspection. I do not see why the exchanges oppose it. It won't hurt them. Our present system of inspection has proved a failure, but that does not follow that Federal inspection will be a failure. Our Government does things right boys and the sooner we put inspection into her hands, just as the banks are inspected it will be better for all of us. There never was so much wheat as there is now and yet there never was so much complaint about inspection. I am in favor of the adoption of the minority report.

P. W. Pitt: I am heartily in favor of Uniform Grading. Inspecting is done now by men who are expert in the business, men who have grown up in the work from boyhood. Every market has men of that kind. If grain inspection is turned over to the government as the P. O. politics will play an important part in the matter. The grain men are fully competent to attend to their own business. Men who are now appointed are given their positions on a fair and square basis and known their business. If the dealer takes care of his grain he will get fair inspection.

P. E. Goodrich: For two reasons I am in favor of the adoption of the minority report. First, I believe it is to our own

interests to have government inspectors, and secondly, the shippers all over the country want them. We must remember we can't afford to go back on the country shipper.

J. W. McCord: There are two factors to be considered in a discussion of this question, the producer and the consumer. There must be harmony between them and such machinery must be employed as will produce such results. The farmer is not satisfied and he must be protected. Neither is the dealer satisfied, but it is a question whether we want Federal supervision. I believe inspection by honest methods in the Boards of Trade is adequate. It is a long step forward to put grain inspection into the hands of the Federal government. I believe we should reform the present methods. Uniform Grades properly applied is the remedy.

A. E. Reynolds: There is more interest in this subject than any other to come before the convention. In fact there is no other measure of equal importance. The reason I am for the adoption of the majority report on this resolution is because I want the business kept in the hands of its friends. It is a very wide step to Federal inspection. Let us rather come up to it gradually. If we had Federal inspection it would mean that we would have to teach a lot of ignorant men about the grain business.

Inspecting is done at the present time by the best men in the grain business and I am in favor of leaving it with them. I predict a great deal of trouble if inspection is turned over to the Government. Rather let the Government supervise the grading. I believe grading supervised by the government would be better than Federal inspection.

E. H. Culver: You better go slow on this question of Federal inspection. You are diving into something that you don't know anything about. You want to turn inspection over to the politicians for that is what Federal inspection means.

S. W. Yantis: I think it is almost an insult to the Uniform Grade Congress for this convention to propose to adopt the minority report on this resolution. Give the Uniform Grade Congress a chance before you take such radical action. That Congress did more in the interest of uniform grading than any meeting for the last 25 years. I am surprised that this convention even considers the adoption of the minority report.

You dealers say you have no protection, but that is not the case. If I purchase a car of grain from you I do not have any more say about the grading than you do. It is judged by an independent inspector who knows his business and I have nothing at all to say about the inspection. I have no objection to any step you may take to protect yourselves but I think Federal inspection is too radical.

E. W. Bassett: I think the best reason for not adopting the minority report is this—we don't need a guardian. The grain men are perfectly able to take care of themselves.

Geo. C. Wood: If we had Federal inspection the appointments would all be political and inspection would be controlled by the political machine. Why if we had Federal inspection there wouldn't be any jobs for the Democrats. (Cheers). It would be just like the Rural Route carriers. The carriers are supposed to be chosen by the civil service system but down in my town they are all Republicans. The grain men can take care of their own business without the help of Uncle Sam.

J. D. Shanahan: I am not on one side or the other of this question but in the light of the preceding remarks I must be looked upon here as a political oddity. I assure you that politics had nothing to do with my securing my position. I did not ask for the position and refused the first offer that was made to me. The offer was then raised and I accepted, but politics had nothing to do with it.

Some one in the convention then called out, "whats your politics?"

Mr. Shanahan replied, "I haven't any."

C. E. Riley: What protection is there under the present system for the man who sends his wheat to market? He must help pay the inspection bill, but has nothing to say about it. It is un-American to say the least to have to send our grain to a market where we have nothing to say about the grading. We want it referred to an impartial tribunal from whom we can expect justice. These who are against federal inspection must be actuated by a desire to protect their own pockets. That is just what the shipper wants to do. It is true that politics will have something to do with the inspection if it is turned over to the government, but it will not have as much affect on the work as commercial politics which is just as bad. Let the government stand as arbiter. I favor a proposition that means fairness to both sides.

Sec. Brafford: I am in favor of the adoption of the minority report. Grain inspection in Chicago is rotten. I recall an instance where I heard an inspector ordered to grade some grain in a certain manner by the man who was buying it. I understand that certain European countries are blacklisting our ports until the grain inspection terms are changed.

President Wasmuth entertained a motion to adopt the majority report of the Resolution Committee.

This motion was amended by a move to adopt the minority report of the Committee.

A motion was made to lay the matter on the table. This was voted on and lost.

The motion favoring the adoption of the minority report was voted upon and lost, 28 voting for and 30 against it. As there was much dissatisfaction with the count another vote on the same question was taken and was lost this time by a vote of 35 for and 37 against the adoption.

A motion was then made to refer the Resolution back to the Resolution Committee. Motion prevailed.

J. W. McCardle then introduced the following Resolution:

SETTLING PRICE FOR OFF GRADES.
WHEREAS, it is the practice in some markets for track buyers to apply off grades on sales at what they consider a fair discount, and

WHEREAS, said discounts may or may not be as satisfactory to the shipper as when said off grades are submitted to all the buyers in said market, therefore, be it

RESOLVED, that the Indiana Grain Dealers Ass'n request dealers in the markets where this plan is used, to submit to all buyers samples of cars that inspect below the grade sold, thereby giving the shipper the benefit of competition for such cars.

It was moved and seconded that this resolution be adopted. Motion carried.

Adjourned to 9:30 Friday.

Friday Morning Session.

Meeting was called to order by Pres. Wasmuth at 11:00 o'clock.

Telegram from Fred Mayer, Pt. Ohio Gr. Dealers Ass'n was read, "E. M. Wasmuth, Pt. Ind. Gr. Dealers Ass'n. The

Ohio Grain Dealers Ass'n sends greetings and best wishes. While you are the youngest you are making all the others sit up and take notice. Success to Indiana."

J. V. Zartman, sec. of the Indiana Mfg. & Shippers Ass'n, appeared before the ass'n on behalf of the Indiana Shippers Ass'n, asking the assistance of the Grain Dealers in having suitable laws enacted by the present state legislature strengthening the power of the railroad commission.

At the conclusion of Mr. Zartman's address Geo. C. Wood moved that a committee of three be appointed to confer with the Indiana Shippers Ass'n. Motion carried. The pres. deferred naming committee.

A. E. Reynolds reported on Resolution referred back to Resolution Committee at the morning session as follows:

To the INDIANA GRAIN DEALERS ASSOCIATION,

Your Committee to whom was recommittees the resolution providing for the endorsement of the Watson Bill, beg leave to submit instead of said resolution the following:

RESOLVED: That we, the members of the Indiana Grain Dealers' Ass'n, in Annual Convention assembled, do hereby endorse the action of the Uniform Grades Congress, recently assembled in Chicago, and recommend the adoption of this or a similar uniform classification of grains and seeds throughout the United States. Further—

RESOLVED: That we recommend to the United States Congress the enactment of such laws as will put into effect these classifications of grading, under the supervision and control of the Federal Government. Further—

RESOLVED: That we recommend to Congress the consideration of the bill recently introduced by the Hon. James E. Watson of Indiana, and that we hereby tender Mr. Watson our thanks for his kindly interest in our behalf. We further recommend such legislation as will put under Federal Supervision and control the public weighing, as well as the inspection of all grain and seeds.

Respectfully Submitted,

Geo. C. Wood,
A. E. Reynolds,
E. K. Sowash,
J. S. Hazelrigg,
W. H. Robinson.

Following the reading of the Resolution it was moved and seconded that Resolution be adopted and a copy of same be forwarded to Mr. Watson. Motion carried without opposition. (Laughter.)

It was moved and seconded that the Pres. appoint a committee of 8 to go to Washington as their own expense to appear before the Agricultural Committee in support of the Resolution. Motion prevailed. President appointed J. W. McCardle, E. A. Reynolds, C. B. Riley, Jas. W. Sale, P. E. Goodrich, Geo. C. Wood, Cloyd Loughry and Tom Morrisson.

D. F. Maish, pres. of the Indiana Corn Growers Ass'n, then addressed the meeting on "The Relation of the Corn Growers to the Grain Dealers and how they can best Co-Operate to Conserve each others interest."

A unanimous vote of thanks was tendered Mr. Maish for his excellent address.

Adjourned.

Friday Afternoon Session.

President Wasmuth called the afternoon session to order at 2:30.

J. B. Wilkinson read the report of the auditing comite declaring the treasurer's report and accounts to be correct.

Jno. F. Courcier, sec'y Nat'l Ass'n, read a very interesting paper on Uniform Grades, which appears on page 103.

John D. Shanahan of the Buro of Plant Industry read the paper on Grain Standardization, which was published on pages 704-5 of the Grain Dealers Journal for Dec. 25, 1906.

Chairman Wood of the resolution comite reported the following resolutions, which were adopted:

Report of Committee on Resolutions.

RESOLVED: That we heartily endorse the recommendation of the President: That we favor and encourage the holding of corn shows for the improvement of seed corn in each county and we recommend that our members assist to the best of their ability.

From the Corn Contest.



Indiana Nubbin Exhibited by John C. Young.

RESOLVED: That we recommend that, that part of the President's report which recommends the appointment of a committee to act with the Shippers Ass'n be adopted and that a committee of three be immediately appointed by the President.

RECIPROCAL DEMURRAGE.

WHEREAS, the grain shippers of many sections of the country have been compelled to shut up their elevators and suspend business, because of houses being full of grain and the refusal of the railroads to furnish cars needed and,

WHEREAS, grain shippers have been put to unusual expense for insurance and interest on borrowed money and compelled to stand heavy losses by reason of deterioration of grain stored out of doors and by declining markets, therefore be it,

RESOLVED: That the Indiana Grain Dealers Ass'n in Convention assembled at Indianapolis this 17th day of January, 1907, do hereby instruct our Secretary to send a copy of these resolutions to the Indiana Representatives in both houses of Congress and petition them to give their earnest support to House Bill No. 23,553 and assist in securing its enactment into law, and that a member of our Ass'n be appointed by the President to act for us with the National Reciprocal Demurrage Ass'n recently organized in Chicago.

GRAIN STANDARDIZATION.

WHEREAS, the United States Department of Agriculture, Bureau of Plant Industry thru John D. Shanahan, Expert in Charge, has invited the co-operation of this Ass'n in the work of the project of grain standardization, therefore be it,

RESOLVED: That we, the Indiana Grain Dealers Ass'n in Convention assembled accept the invitation and the officers of the Ass'n are hereby instructed to keep in touch with the work of said project and to assist it in every way consistent with the customs and usages of the grain trade.

REINSPECTION AFTER 48 HRS.

RESOLVED: That it is the sense of the Indiana Grain Dealers in Annual Convention assembled that we protest against any market allowing a reinspection of grain after forty-eight (48) hours unless the car on being unloaded shows plainly that it was plugged with intent to deceive.

WHEREAS: Toledo is the natural market for a large part of our membership and

WHEREAS: It is absolutely necessary in using this market that we be fully posted on prices of the various grains prevailing there and

WHEREAS: The Associated Press does not at the present time quote Toledo market, Therefore be it

RESOLVED: That we, the Indiana Grain Dealers Ass'n in convention assembled hereby request the Associated Press to make the necessary arrangements and see that the closing Toledo grain market is quoted in all the newspapers in Indiana connected with said Associated Press and a copy of these resolutions sent to the main office of the Associated Press as well as to the Indianapolis papers.

RESOLVED: That we extend to our President and Secretary and in fact to all the officials of this Association our sincere thanks for the faithful discharge of the duties entrusted to their case and we wish further to congratulate this Association upon the unselfish attitude that has characterized at all times its entire membership.

O. J. Thompson of the comite on railroad claims presented the following resolution, which was adopted:

REPORT OF RAILROAD CLAIMS COMMITTEE.

WHEREAS, Experience of elevator owners and grain shippers has demonstrated that in many cases the Railroad Claim Agents have adopted the motto "Might makes Right," and applied it in the non-adjustment of claims coming before them, and

WHEREAS, We realize that, individually, the collection of these claims by law would be burdensome, therefore, be it

RESOLVED, That the Board of Managers of the Indiana Grain Dealers Ass'n be hereby instructed to make investigation as to the advisability of an arrangement with a competent attorney or firm of attorneys for the collection of any claims that after consideration by the Board of Managers, or State Secretary, may be deemed of sufficient merit to warrant legal action, if necessary, and be it

RESOLVED, That the Board of Managers be authorized to enter into such arrangement as may be deemed advisable by a two-thirds vote of the entire Board of Managers, with this proviso—that no such contract shall in any way implicate or bind

the Indiana Grain Dealers Ass'n in all or any part of any expense involved in such collection of claims.

Respectfully Submitted

O. J. Thompson,
A. E. Files,
J. W. McCordle,
Bert A. Boyd.

C. Mollett of the comite on nominations presented the following: Pres., T. A. Morrisson, of Kokomo; Vice-Pres., P. E. Goodrich, Winchester; Brd. of Directors, M. C. Burt, Morristown, and Robt. Alexander, Lafayette. Director of the Nat'n Ass'n: A. E. Reynolds, Crawfordsville.

The nominees were elected.

Pres. Morrisson, Vice-Pres. Goodrich and Director Alexander thanked the members for the honor conferred.

O. J. Thompson suggested that the Ass'n hold a corn show at each of its annual meetings hereafter.

Adjourned.

Convention Notes.

Percy Goodrich left his mustach at home.

Lead pencils were distributed by Henry W. Brown & Co.

Bert Boyd took a large party to the vodville performance at the Grand.

Fred Kennedy did not give any one a chance to forget about his paper car lines.

H. C. Clark of Lebanon came all the way from Oklahoma City where he will soon locate permanently.

Buffalo was represented by B. Burns of Burns Bros.; A. T. Ward of Townsend & Ward and S. W. Yantis.

W. S. Upshur of the C. & O. Grn. Eltr. Co., Newport News, watched the inspection discussion with particular interest.

Columbus, O., was represented by J. W. McCord of McCord & Kelley and E. W. Seeds of the Seeds Grain & Hay Co.

Toledo's delegation included Chief Inspector E. H. Culver; W. W. Cummings of J. J. Coon Grn. Co.; F. W. Jaeger of J. F. Zahm & Co

W. E. Smith exhibited a working model of the Richardson Automatic Grain Scale and the Hall Distributing Spout and presented visitors with cigars and pencils.

J. L. Schalk brot a freak ear of corn with beached whiskers which attracted unusual attention. Schalk Bros. received a wagon load from Henry C. Clay.

Two grain cleaning machinery salesmen were seeking orders: A. S. Garman of Huntley Mfg. Co. and C. M. Hogle of Invincible Grain Cleaner Co.

The Grain Dealers National Mutual Fire Ins. Co. was represented by C. A. McCotter and C. R. McCotter, who distributed celluloid rulers and copies of the annual statement.

The Illinois delegation included Tom Abrams, Tuscola; H. I. Baldwin, Decatur; J. E. Collins, Garrett; Oscar Jones, Chrisman; H. N. Knight, Monticello; S. W. Strong, secy of the Ill. Grn. Dlr. Ass'n, and F. D. Voris, Neoga.

Baltimore's delegation included E. H. Beer, retpg. Chas. England & Co.; H. S. Carroll, rep. John T. Fahey & Co.; D. Y. Huyett, rep. Thos. H. Botts & Co.; P. W. Pitt of Pitt Bros. Co. and H. M. Hammond of Richards & Hammond.

Cincinnati sent a strong delegation: Chief Inspector Homer Chisman; A. C. Gale and P. M. Gale of Gale Bros. Co.; J. F. Costello and D. B. Granger of Union Grain & Hay Co.; H. W. Brown of Henry W. Brown & Co.; F. E. Fleming of Ellis & Fleming; H. H. Hill of Southern Grain

Co.; W. R. McQuillan and C. E. Van Leunen.

John D. Shanahan, Expert in Charge of Grain Standardization, Bureau of Plant Industry U. S. Department of Agriculture, Washington, gave exhibition moisture tests with apparatus he used in Chicago at the Uniform Grade Congress and which was fully described in Dec. 25 issue page 712 of the Grain Dealers Journal.

Grain Dealers Journal: It might be of interest to your readers to know what effect this parched corn had on the Indianapolis Grain Trade. Mr. Greiner, our Chief Inspector, was kind enough to distribute liberal samples in the various offices, and it is hard to relate just what happened after that. I refer to the corn which was tested by Mr. Shanahan having been mixed with something, which our people claim was Croton Oil. It does not make much difference, however, what it was called but the next day was like a funeral in the various offices here, every one partaking of it becoming suddenly ill and unable for duty.—Bert A. Boyd, Indianapolis.

Among the Indiana shippers in attendance were L. A. Adams, Bunkerhill; J. P. Allen, Wheatland; D. Anderson, Noblesville; G. L. Arnold, Bluffton; T. V. Ashby, Ladoga; T. J. Baird, Advance; W. H. Bassett, Kirklint; J. C. Batchelor, Sharpville; A. E. Betts, Forest; G. W. Bishop, Walton; W. E. Brown, Pendleton; T. C. Crabbs, Crawfordsville; A. B. Cohee and M. L. Conley, Frankfort; L. S. Conarroe, Colfax; W. H. Deniston, Rochester; W. Donlin, Delphi; C. G. Egly, Berne; A. F. Files, Muncie; W. B. Foresman, Lafayette; F. B. Fox, Tipton; A. Gardner, Cottage Grove; P. E. Goodrich, Winchester; J. N. Gordon, Summitville; W. C. Hart, Kitchel; J. S. Hazelrigg, Cambridge City; C. W. Hinkle, Jamestown; C. A. Hornbeck, Ockley; G. G. Hostetter, Westfield; J. R. House, Hobbs; C. Jackson, Falmouth; A. C. Lockridge, Roachdale; Cloyd and Wm. N. Loughry, Monticello; S. C. Lewis, Rowan; F. P. McComas, Ockley; C. W. Mollett, Frankfort; J. A. Mouch, Moreland; Wm. Nading, Shelbyville; A. L. Nelson, Montpelier; J. J. Overmyer, Kouts; C. S. Patten, Morristown; E. W. Phares, Tipton; C. S. Pierce, Union City; A. E. Reynolds, Crawfordsville; C. B. Riley, Rushville; J. A. Rice, Frankfort; W. H. Robinson, Clinton; L. W. Rathenberger, Delphi; J. L. Schalk, Anderson; M. Schnaible, Lafayette; J. S. Sellers, Frankfort; C. F. Seward, Kokomo; H. B. Seward, Galveston; C. Sharp, McGrawsville; E. K. Sowash, Middletown; R. S. Stahl, Throntown; J. H. Stewart, Manson; B. C. Thomas, Columbus; O. J. Thompson, Kokomo; P. M. Thompson, Leesburg; W. A. Vayhinger, Osgood; E. M. Wasmuth, Roanoke; J. W. Waltz, New Palestine; A. P. Watkins, Lincoln; J. Wellington, Anderson; J. W. Witt, Lebanon; Geo. C. Wood, Windfall, and John Young, Michigantown.

Dry farming versus irrigation is a subject of vital interest and so far the efficacy of former system seems to be conclusively demonstrated. It costs less, the grain tests heavier and the ground is freer from weeds. At Albin, Wyo., W. W. Robinson obtained 41 bus. of oats per acre, testing 42½ lbs. per bu. on prairie land. These oats are selling at \$1.30 per 100 lbs., while oats raised under irrigation bring \$1.13 per 100 lbs. in the same market.

Reinspection in Terminal Markets.

[A paper read by E. W. Bassett at the annual meeting of the Indiana Grain Dealers Ass'n.]

The necessity for rules for reinspection in terminal markets, as well as some of the unfair results, seem to arise from the lesson taught in the illustration of the mote and the beam. It is as true to-day in the grain business, and in other lines, as it has been in all ages that we hypocrites can all unerringly discern the mote in our brother's eye, but the large beam in our own eye lies quite unobserved. If we can assist in removing both mote and beam, the object of this little address shall have been attained. Please bear in mind that the trade rules as spread upon the pages of our commercial exchanges and of our grain dealers ass'ns, like the laws on our statute books, are very largely the result of some actual experience which was duly tabulated by one of the affected parties or by an observer.

We will admit frankly that at first blush it would seem that there should be no rule for reinspection at terminal markets. Why should there be? Why should not the initial inspection be final? Let us see. Do you recall the almanac story of the Irish lady who said to her son, "Mike, quit scratching yer head, bye."

And he replied "I won't, marm. They began on me first."

SHIPPERS TO BLAME: We are compelled to declare, much as we regret to do it, that the primary cause for reinspection rules did and does lie with the country shippers. In the proof of which we append two experiences which can doubtless be duplicated by any receiver.

In a certain November not many years ago, Mr. A. who is located on a railroad running west from Indianapolis, shipped us car No. 23 loaded with something over 60,000 lbs. of corn. We will say for Mr. A. that he is a large and honorable shipper as the term usually applies. That is, he seldom if ever overdraws. He has his contracts to the letter, or pays the penalty willingly. If he fails to get cars or if for any reason, he fails to fill his November contracts, he pays the market difference for extension into December. His word is always good. His contracts for new cars often run to two and even three hundred thousand bushels before shipments commence.

In the ordinary course of business, we received car No. 23 on a certain day in November which was passed by the inspector as No. 3 corn. We should say that we bought from this party, as has been our custom for years past, on Indianapolis inspection and export weights final. And so car No. 23 was duly reported as No. 3 corn and forwarded to Newport News for export. Everything happened. Car No. 23 reached Newport News in a muck, scarcely fit for first class fertilizer. It was so badly grown, so caked and matted that it required pick and shovel to remove it to the floor of the elevator; and as for elevation it would not run through the elevator. At the same time, that car brought barely freight and the firm that pays our salary was put back about four hundred dollars financially.

There seemed to be something wrong but the contract was plain:—Indianapolis inspection and export weights final and Mr. A. received his credit accordingly. Several weeks later Mr. A. came in to the office to make a friendly call. He seemed to be in a good humor. Finally he said, "Well I see car 23 got thru all right."

We replied, "yes, at least it got thru; but what was the matter with that car? It seemed to go to pieces so."

"Well, now that it's all over, I'll tell you. My men were loading that car and had it two thirds loaded when there came up suddenly a very heavy rain. The men ran for shelter and left the car doors open and a ton of water entered the car. After the rain the men being in great haste, completed the loading with dry corn and shipped it over here. I really didn't expect it to grade."

We looked at him in blank amazement, whistled a tune and said, "What's the use?"

Another car was received in Indianapolis by a commission man, inspected and sold for No. 3. Later inspection East developed the fact that the car had been systematically plugged. The eastern inspection so stated and the shipper practically admitted this fact, yet on account of technical Board rule, refused to pay one cent toward the loss which his sharp practice brot to an innocent buyer. There is but one word to characterize such conduct and that word is "dishonest." But so long as that word remains in the dictionary, reinspection rules will be necessary.

But there is also the other side. You will recall that the noble judge ruled that

Shylock was entitled to his pound of flesh; but not in the estimation of a hair was the scale to go beyond. Some of us are charged with the duty of making and enforcing these rules. We are not less guilty than Shylock, who really wanted the merchant's life, if we abuse this privilege and make our demands more exorbitant than necessity requires. If we go farther, we are no better than the shipper who deliberately plugs his car. Our avarice is as criminal as his fraud.

The rules of the Indianapolis Board of Trade provide, Sec. 29, that the seller of a No. 3 or better grade shall guarantee the grade sold for a period of six days and the buyer may at any time within that period demand reinspection and grade difference



E. W. Bassett, Indianapolis, Ind.

if found to be of lower grade. Sec. 24 also specifically declares that where a car is conclusively shown to have been plugged, the buyer may demand the grade difference on exchanges undoubtedly have, in the law principle of clean hands.

In addition to the common cases here cited as wilful, many cars are plugged by accident; corn loading for a straight color becomes mixed in bin or car; many cars are loaded to roof making thorough inspection not only difficult but often impossible.

We trust that we have all been fully able to see the mote in the eye of the country shipper, his unfair loading, likewise the beam in our own, the receiver's eye, in that if we have done as some of our exchanges undoubtedly have, in the making of unjust rules for reinspection.

ANOTHER IMPORTANT POINT: We have given the exceptions and not the rule. By far the most of the country shippers are honest and would not deign to deceive inspector or buyer in the matter of loading. Our rules must be framed to protect both shipper and receiver, both seller and buyer, while punishing fraud at every step.

Let us look for a moment at the commercial standard. If standard granulated sugar is worth five cents per pound and you buy of your grocer twenty pounds and lay down your dollar and accept your purchase wrapped in heavy brown paper and find on arriving home that it is heavily water-soaked, would you call an arbitration committee? No, you would demand a reinspection by the grocer and demand the standard but or your dollar back and if he should refuse you, you would fight or quit his shop forever or both.

The simile is not different. The No. 3 corn is the accepted standard at practically all markets west of the Alleghenies. Now the buyer who lays down forty cents for 56 pounds of No. 3 corn is entitled to receive what he bot and paid for. But what do we mean by No. 3 corn? Most grade rules say reasonably sound, reasonably dry and reasonably clean. We contend that the seller should guarantee this grade for a period of twelve days. Why? Because very much of our corn is exported via Atlantic seaboard ports and the buyer has a right to expect that he is buying a grain suited to go aboard ship as a sail-grade and the average haul to seaboard from our State or Illinois is about twelve days. In fact, the price which the buyer pays contemplates this very thing. We

therefore deduce that the Indianapolis rules referred to are very liberal. We have heard of markets that permit a reinspection after thirty days, but this is manifestly unfair to shipper, as this places all the risk of possible deterioration due to natural causes, on the shippers.

In considering this question fairly and on its merits, please bear in mind that we as grain or commission merchants have a merchant's interest only, or a broker's interest, or a commission man's interest only at heart. The only people really affected are the producer and consumer. We in a sense are their guardians during the transactions of buying, selling and shipping. To illustrate, John Smith raised last year forty acres of corn which produced thirty bus. per acre and the entire 1,200 bus. was for sale. But John Smith is lazy. The crop was planted late and weeds throttled it. It did not mature and was therefore soft.

Sam Jones also planted forty acres which produced fifty bus. per acre. Sam is industrious. It was planted early, plowed five times, cribbed early and when shelled was plump, clean, dry and fit to keep in store until consumed if that should be years. On a certain day a wagon load of corn comes both from Mr. Smith's and Mr. Jones' farm. There is a difference of at least ten cents in value per bu. of the two loads. You are that dealer. Do you pay both farmers the same price? Do you keep the two grades separated? Do you ship the two grades separate? Or do you take the chance of mixing as much poor corn as the good will stand hoping to make a skin grade of No. 3 and taking a long chance at losing both?

ANOTHER POINT: Most grade rules state and imply that No. 3 grade of corn must be fit for warehousing. If your No. 3 will not retain its grade for twelve days in a car think you it is fit for warehousing? And again, bear in mind that as grain merchants, purchasing from farmers, that whenever a load of corn is bot it must average at least thirty days counting delay in elevator, average delay in shipment, etc., before your final risk is done and another three months before the corn is actually consumed. Think you then, it is business sense even if strictly endeavoring to ship the skin grade? Or is it not the wiser course to ship the average or top of the grade paying the farmer respectively the full price for the top and the proper discount for the lower grades?

We therefore declare this principle:—that the interests of the grain trade demand rules for reinspection, and that in our opinion seller should guarantee a three or better grade for a period of twelve days, after which the buyer should assume all risk and that shippers from country points should buy at such price, and clean in such manner, as will fulfil these requirements.

If the country shipper will remove the mote by shipping a good grade, the city receiver will be glad to remove the beam by his full measure of assistance in the full respect and enforcement of all trade rules made for shippers' and receivers' mutual benefit.

The Grain Car's Plaint.

By Katherine Kerfoot.

I'm nothing but a grain car
But my welcome's something right.
Tho to signify my contents
I am billed clear out of sight.
How I reach my destination
With no numbers to be seen
I have no explanation,
I am Green Corn, Green!

The grain men all are worried,
The railroads, far from gay
When their throts turn to demurrage
So they give me right of way.
I am butted and I'm shunted,
I'm always in a crush.
For there's no rest for grain cars
When it's Rush—Corn—Rush!

The grain men think us resting
We are so choice and rare,
While we continue going
In a way that is not fair;
We've gone west with the country
Where our shipment was known
Overworked, because in numbers
Still, we have not grown.

They say the elevators
On line and off, perhaps,
Are sick with overloading,
And threatened with collapse.
The cure lies with the railroads
You know particulars
And see they need for Xmas
Only cars, new cars!

Grain Trade News

ARKANSAS.

Texarkana, Ark.—The building in which were the offices of the Fouke-Shepard Grain & Commission Co., burned Jan. 18.

Little Rock, Ark.—A. L. Deibel has succeeded Deibel Bros. and increased his grain handling facilities. R. F. Deibel has returned to St. Louis, Mo., to become actively engaged with the National Warehouse & Storage Co.

CALIFORNIA.

San Francisco, Cal.—The remodeling and repairing of the Merchants Exchange building is progressing rapidly, and it is expected the offices will be finished in February. The wainscoting, which was 4½ ft. high, is being replaced with 7 ft. of handsome marble.

San Francisco, Cal.—The Merchants Exchange is considering a plan to set aside certain hours of the day for transactions in fire and marine insurance, fruit and coffee. Time is now allotted to the grain board in the morning and to the shipping interests in the afternoon.

CANADA.

Daysland, Alta.—Henry Block has succeeded J. E. Vanderburgh.

Winnipeg, Man.—During 1906 141 eltrs. were erected in western Canada, with a capacity of 4,230,000 bus.

Vancouver, B. C.—Mr. MacPherson, M. P., of Vancouver, is advocating the establishment of terminal eltrs. here by the Dominion Government.

Morningside, Alta.—R. L. Corey, an eltr. promoter, who collected \$30,000 from farmers to build an eltr., is charged with receiving money under false pretenses. The court has ordered the return of the notes to the farmers.

Bossvain, Man.—R. Hurt's eltr., containing 20,000 bus. of grain burned Jan. 15. The building was insured for one-half its value and the contents for full value. The fire is supposed to have started from the office stove.

Winnipeg, Man.—Magistrate Daly on Jan. 10 referred the charges against John Love, J. C. Gage and J. G. McHugh to a higher court, to determine whether the defendants are guilty of conspiracy to restrain or injure trade in grain.

Fort William, Ont.—A number of vessels wintering here are taking on cargoes to store until spring and then carry them down to Buffalo. The J. B. Wood was the first to take on a cargo, 325,000 bus. Each vessel will get 3 cents a bu.—C.

Montreal, Que.—The resolutions adopted by the Corn Exchange on the car famine request the committee of management of the Ass'n to associate itself with other commercial organizations interested in endeavoring to secure from the Railway Commission a ruling to the effect that demurrage charges shall be reciprocal so that the consignees shall have equal rights with the railways of collecting demurrage: When cars are not promptly supplied; when there is any undue delay in transit or in placing cars for delivery on arrival in freight yards; in case of undue delay in storing in eltrs. at stations where eltrs. are provided.

Winnipeg, Man.—The Grain Exchange, at its annual meeting Jan. 9, elected the following officers: Pres., W. J. Bettingen; vice-pres., J. F. Fleming; secy-treas., C. N. Beil; council, John Fleming, B. McBean, Robert Muir, G. V. Hastings. W. A. Black, H. N. Baird, J. C. Gage, G. R. Crowe, J. G. McHugh and W. L. Parish; arbitration committee—S. Spink, J. C. Gage, W. L. Parish, G. R. Crowe, Robert Muir, Donald Morrison and W. A. Matheson; committee of appeals—S. P. Clark, E. W. Kneeland, H. N. Baird. W. A. Black, Thomas Thompson, A. R. Hargraft and J. M. McHugh.

Winnipeg, Man.—The committee appointed by the Grain Exchange to look into the matter of the government assuming the complete responsibility for shortages out of eltrs. at Fort William and Port Arthur, has reported: "Your committee strongly protest against any additional tolls for the transportation of grain from the head of the lakes such as the government suggests would be necessary were they to take the responsibility of guaranteeing the shortages on cargoes, and to overcome this, hereby recommend the abolition of government outward weighing at Fort William terminal eltrs. which in their opinion would in no way be a hindrance to the shipping trade, and all concerned would be duly protected by the government weighing of car lots into and at public eltrs. We might add that the present system of outward weighing to boats now in effect is really an unnecessary toll on the grain as far as the shipper is concerned, as the weight certificate that is handed to the shipper for the outward cargo of grain is of no value whatever to him, and both the receiver and the shipper are amply protected when the government certificate is issued for the cars unloaded into eltrs. which then makes the eltr. responsible to both principals for the grain represented by such certificate."

CHICAGO.

H. A. Foss has been reappointed chief Board of Trade Weighmaster.

A. O. Slaughter died Jan. 22 of heart disease at San Antonio, Tex.

Memberships in the Board of Trade are selling at \$1,925, which is the very lowest point in years.

John T. Sickel, formerly of Sickel-Roberts & Co. will become pres. of Herbert Bradley & Co. of New York.

R. P. Kettles has been reappointed chief grain sampler of the Board of Trade, with A. R. Ware as assistant.

E. M. Higgins will retire Feb. 1 from the vice presidency of the Armour Grain Co., being succeeded by E. A. James.

Shipment in February and March is to be added to the cash call on oats, which now includes 10 days' and 60 days' shipment.

Transactions in wheat and corn this week have been heavier than for a year past, and commission merchants feel encouraged.

Walter Fitch, the retiring pres. of the Board of Trade, was presented by the

directors with a bouquet of roses as a token of their appreciation.

Rates on grain east from Illinois junction points thru Chicago will be equalized on Apr. 1, making the rate thru Chicago the same instead of 2 cents higher, as it is at present.

E. B. Boyd, mgr. of the transportation dept. of the Board of Trade, has presented to the traffic officials of the various railroads a plan to operate the eltrs. on each line as public houses.

The embargo by the Illinois Central on the shipment of grain off its own line has been removed temporarily at Chicago, at the request of E. B. Boyd, manager of the transportation department of the Board of Trade.

Durum wheat is passing thru Chicago for the south, in considerable volume. Twenty-two cars of No. 2 durum appeared on the inspection sheet Jan. 17, out of unlicensed houses. Much of the durum wheat is not inspected, either in or out.

Officials of the Board of Trade and the Illinois Railroad & Warehouse Commissioners are said to have reached an understanding that the out-inspection and the in-inspection of grain shall be the same; and that the inspectors are to be transferred frequently from the different eltrs.

Why should the Board of Trade not use its surplus to reduce its bonded indebtedness, or, better still, to advertise its business by placing a grain ticker wherever there is a stock ticker, by enlarging its sphere of action, and thereby benefit all of its members?—John McDougall.

At the annual sale of sample tables on Jan. 24 bidding lacked spirit and the proceeds were no more than last year, about \$880. For the first choice \$26 was paid by S. H. Green for Scotten and Snyder, and for second and third choice \$25 by Marfield, Tearse & Noyes and the Millmine-Bodman Grain Co.

The delivery of No. 3 corn on No. 2 contracts at a penalty of 5c per bu. is opposed in a petition to the directors of the Board of Trade asking them to abolish the rule. So much corn has been grading No. 3 that in the event of manipulation of the market upward the bulls will be loaded down with the actual grain sold by the country shippers.

The financial statement of the Board of Trade for the year 1906 shows that 44 memberships were retired by purchase at a cost of \$116,500. Receipts have been \$405,937 and expenses \$485,598 for the year. The bonded indebtedness of the Board is \$1,198,300 bearing interest at 4 per cent. During the year \$8,386 was expended in fighting bucket-shops.

The committee which periodically measures the grain in public warehouses reported at the close of the year that the amount in store corresponds substantially to the receipts outstanding. The Peavey B appears to have in store 9,245 bus. wheat and 7,784 bus. oats more than called for by the receipts. Evidently Manager Pettit is able to deliver the goods.

Henry Schomaker has begun proceedings in the superior court to retain a voice in the affairs of the Western Grain Products Co., in which he had two-fifths interest, Chas. A. Krause holding two-fifths and Richard O. Winkler one-fifth. It is alleged that Mr. Krause, as pres. of the company, on Jan. 9 abolished the offices of superintendent and assistant superin-

tendent held by Schomaker and Winkler.

The proposed amendment to the rules of the Board of Trade providing for the purchase of memberships with any general fund not otherwise expressly appropriated was defeated Jan. 15 by a vote of 368 to 250. John McDougall distributed a circular against the retirement of memberships, declaring: The system of bolstering the price of anything is pernicious and invariably reactionary. The recent retirement of memberships around the \$3,000 mark, compared with present quotations, is a potent object lesson. Price does not affect the utility of a board membership. If the Board of Trade is able to draw upon its general fund for special purposes, it should remember its large bonded indebtedness.

Among the standing committees of the Board of Trade announced by Pres. Sager, on Jan. 15, for the ensuing year are: Rules committee—Baker, Griffin and Pettit. Room committee—Sullivan, Bennett and Boore. Membership committee—Andrew, Zeiss and Wickham. Warehouse committee—Griffin, Rogers and Keller. Grain committee—William N. Eckhardt, C. B. Pierce, E. L. Glaser, H. Mueller, John J. Keller, J. C. F. Merrill and George A. Wegener. Violation of rules committee—Rogers, Stream, Rice, Sullivan, Bradley and Wickham. Transportation committee—Stream, Pettit, B. A. Eckhardt, Griffin, Frank M. Bunch, E. L. Glaser, E. L. Merritt, W. N. Eckhardt and Frank B. Rice. Weighing committee—Keller, Andrew and White. Geo. F. Stone has been reappointed secy. of the Board.

The directors of the Board of Trade have recently approved of a number of last year's rulings of the violation of rules committee. In reply to the question, "When a non-resident member of the Board of Trade consigns to a resident member doing business in his own name and selling his own grain, can the commission be divided with a firm furnishing capital and who receive half of the commissions?" the committee decided "that member's rates of commission can not under the circumstances be divided." Another firm asked: "We have a member of the Board doing a joint account business with us. He buys stuff in the country and sells against it for future delivery. When the cash grain is sold he buys in his hedges. The profits on this business are divided between the said member and ourselves. Should we charge a commission on hedges made against these cash purchases and if so, what rate of commission should we charge?" and the committee ruled "All transactions made for future delivery for joint account must pay the regular member's rates of commission."

COLORADO.

Fort Collins, Colo.—It is said many farmers contemplate abandoning the growing of beets to take up alfalfa, to be ground into meal.

Fort Collins, Colo.—W. H. Olin, professor of agronomy of the Colorado Agri. College, has sent a very interesting letter to the boys and girls on the farms who have taken part in the seed competitions, with a list of the prizes and the names of the winners, and suggesting that the motto for 1907 be "1,000 boys and girls for the Colorado Seed Grain Selection Club."

IDAHO.

Boise, Idaho.—Governor Frank R.

Gooding in his message to the legislature urged that a reciprocal demurrage law be included in the act creating a state railroad commission.

ILLINOIS.

Geneseo, Ill.—John Guild has succeeded Albert W. Weimer & Co.

Covell, Ill.—C. U. Bower has installed a new gasoline engine in his eltr.

Mansfield, Ill.—James Mahan has installed machinery and a boiler in his eltr.

Coles, Ill.—The Shellbarger Eltr. Co. is covering its eltr. with sheet iron.

Sublette, Ill.—J. W. Bettendorf will install 2 new improved Hall Distributors in his eltr.

Havana, Ill.—Bruce McFadden, of McFadden & Co., was recently bereaved by the death of his wife.

Stonington, Ill.—The Stonington Farmers Grain Co. has increased its capital stock from \$12,000 to \$14,000.

Decatur, Ill.—Grain dealers of this city and central Illinois gave a banquet at the St. Nicholas hotel Jan. 12.

Kilbourne, Ill.—The new superintendent and new assistant for McFadden & Co. are Frank Baker and Bruce Eddy.

Pontiac, Ill.—The Pontiac Farmers Grain Co. reorganized, capital stock increased from \$7,000 to \$12,000.

Tuscola, Ill.—Powell & Sipp of the Farmers Eltr Co., whose house burned Oct. 21, will not rebuild until spring.

Glenavon, Ill.—A. Jay West has purchased the 2 eltrs. of B. F. Baker for \$13,000, possession to be given March 1.

Lanesville, Ill.—The farmers in this vicinity will organize the Farmers Grain Co. for the purpose of erecting eltrs. near here.

Walnut, Ill.—The Walnut Grain Co. incorporated, capital stock \$6,000; incorporators, E. A. Woolley, W. J. Fisher and A. P. Allen.

Decatur, Ill.—James M. Garland, chief grain inspector of Macon County, has been reappointed to succeed himself by Governor Deneen.

Weston, Ill.—A. B. Carrithers, former mgr. for the Shearer Grain Co., has severed his connection with the concern and gone west. J. P. Shearer is the mgr. for the present.

Madison, Ill.—W. A. Miller & Co. of St. Louis, Mo., are erecting a 50,000-bu transfer eltr. to be completed by March 15. The Burrell Engineering & Construction Co. has the contract.

Harris, Ill.—The eltr. of the Cleveland Grain Co. of Cleveland, O., containing 20,000 bus. of corn and 10,000 bus. of oats, burned Jan. 10. Loss about \$16,000; insurance \$6,500 on grain and plant.

Ellis, Vanwood P. O., Ill.—John Wood of Gifford has traded his eltr. at Ellis station to Fred Bass of Armstrong for a 240-acre farm. I will continue the business until March 1.—E. A. Wood.

Blackstone, Ill.—Dunlap & Van Horne have dissolved partnership. Mr. Van Horne, who withdrew from the firm on account of failing health, will go to Mexico, while Mr. Dunlap will continue the business.

When marking up your calendar for the year 1907 do not neglect to mark June 11 and 12 as the dates you are to visit Chicago to attend the annual meeting of the Illinois Grain Dealers Ass'n at the Auditorium hotel.

The Illinois Central and other roads will fight the rule of the Illinois Railroad Commission that the switching charge is limited to \$3 maximum and \$2 minimum, with a charge of 10 cents per ton for less than three miles.

Cairo, Ill.—The building in which the 25,000-bu. Hess Drier is to be installed at the Illinois Central Eltr. for Bartlett, Frazier & Carrington, has just been completed, and the installation of the machine was begun this week.

Shannon, Ill.—S. S. Braman, who disappeared with \$2,000 belonging to his partners in the Shannon Grain Co., has been found at Chippewa Falls, Wis., and brot back to Carroll county for trial for alleged embezzlement and wife desertion.

Metcalfe, Ill.—Homer D. Hall, formerly of Camargo, will superintend the line of eltrs. of the National Eltr. Co. on the Clover Leaf Ry. He will retain his position as mgr. of the company's eltr. at Melwood, a station receiving mail at this point.

Manville, Ill.—George Benckendorf's eltr. was burned on the night of Jan. 8. Loss, \$1,000; insurance, \$500. The house contained no grain and was used only as an overflow storage by the Rogers Grain Co. for whom Mr. Benckendorf is agt. at both eltrs.

Quincy, Ill.—Francis H. Crane died Jan. 13, after a long illness. Mr. Crane was born in Weymouth in 1837, coming here in 1892, when he bot the grain and hay business of the late Edward Russell, which he has since enlarged upon. He is survived by his wife and two sons.

Springfield, Ill.—Representative Adkins has introduced a bill in the legislature to compel railroad companies to furnish cars within 24 hours after request on penalty of \$1 per day, and to compel movement of cars at least 75 miles per day. If not loaded in 48 hours after being received the cars are released.

Weston, Ill.—At the first meeting of creditors of the Weston Grain Co. at Springfield, Jan. 14, the court appointed G. B. Gordon of Fairbury trustee. Claims in excess of \$3,000 were presented and allowed. The Weston Grain Co. is a co-operative farmers eltr. company which failed thru the alleged speculations of its manager, Henry Schoenfeldt.

B. A. Eckhart of Chicago and James A. Willoughby of Belleville have been appointed railroad and warehouse commissioners, and, with W. H. Boys, appointed last year, will compose the reorganized commission. Mr. Eckhart is a miller and shipper of high standing, and Mr. Willoughby has been a member of the civil service commission.

Newman, Ill.—J. A. Williams, one of the oldest and best known grain men in the state, retired from active business Jan. 1. He was superintendent of the line of Vandalia Eltrs. owned by the National Eltr. Co. of Indianapolis. Mr. Williams has accumulated a comfortable fortune and intends to spend the greater part of his time in looking after his farms in Illinois and Mississippi.

Yorkville, Ill.—Jeter & Boston have accepted plans from Fred Friedline for the complete rebuilding of their grain eltr. An addition will double the present storage capacity; two new legs and a man lift will be installed; and the machinery will be driven by electric motors. In remodeling their eltr. at Plano last season the firm put in cement concrete dump sinks, which have been so absolutely water-tight and satisfactory that the same

material will be used for the dump sinks and boot pits at Yorkville, where the two wagon dump sinks will be entirely of cement concrete.

Springfield, Ill.—Representative Fieldstick has introduced a bill in the legislature requiring all ass'ns organized not for profit but sustained by contributions to make a semi-annual statement of receipts to the state auditor, with names of donors and amounts donated. The ass'ns are to pay a state examiner \$10 per day to investigate their books. It would seem that the bill is too wide in its scope, including by its terms many ass'ns in which the public has no interest.

Depue, Ill.—The explanation of the sudden death of George Beyer, who was in the prime of life, is that after the first doctor had diagnosed his illness as appendicitis, Mr. Beyer took the train from Decatur for home, contrary to the doctor's warning. There a doctor declared it was not appendicitis and gave him another medicine. Getting worse, other doctors were called in consultation, and Mr. Beyer was removed to the hospital to be operated upon for appendicitis; but too late, as the appendix had burst. Another good man sacrificed to a doctor's guess.

Tuscola, Ill.—Shippers on the Illinois Central recently sent J. P. Woolford of Galton and H. L. Stone of Mattoon to New Orleans to examine the condition of corn arriving. Thirty cars which the shippers considered good enuf to grade No. 3 had deteriorated on arrival south so that not one was better than No. 4, reported Messrs. Woolford & Stone. None of it was dry enuf for export. After hearing their report dealers at Decatur and shippers between Mattoon and Champaign decided to hunt up another market for corn on this crop, it being the universal opinion that corn would not dry out enuf this winter to warrant shipment to New Orleans' damp climate. The exporters at New Orleans have been running the corn thru driers to make it safe for shipment.

It is alleged by Louis Fitz Henry of Bloomington that tariffs of the Central Traffic Ass'n, when compared with the tariffs of the railroad and warehouse commission of Illinois for the same period, show that for local shipments in this state the shippers of Illinois were required to pay 75 per cent to 300 per cent more than the shippers of Indiana, Ohio and Michigan for local shipments of the same distance. At the conclusion of the hearing, which lasted several months, when the shippers asked a horizontal reduction of 50 per cent in the commission's schedule the same commission which had asked the shippers and the railroads to compromise their differences, announced an order making a horizontal reduction of 25 per cent. This reduction, however, never went into effect. Nobody has ever explained why. Mr. Henry declares that a cleaning out of the state at Springfield is sorely needed.

INDIANA.

New Haven, Ind.—Levi & Nathan will erect an eltr.

Darlington, Ind.—W. C. Malsbury has succeeded Lynch Eltr. Co.

Landessville, Ind.—A. R. Freeman has succeeded Studebaker, Sale & Co.

Markle, Ind.—The Farmers Eltr. Co. has succeeded Studebaker, Sale & Co.

Ridgeville, Ind.—Miller & Hinton intend to make some changes in their eltr.

Waynetown, Ind.—D. C. Moore is the mgr. for the Waynetown Grain Co.—H.

Crawfordsville, Ind.—Price & Bruce contemplate making some changes in their eltr.

Scircleville, Ind.—Sims & Ashpaugh before the next crop will enlarge their 20,000-bu. eltr.

Cammack, Ind.—An 8,000-bu. studded eltr. has been completed for John Howell by N. A. Grabill.

Indianapolis, Ind.—G. R. Whittaker and W. G. Hunter are now the active managers of the Indianapolis Gr. Co.

Boonville, Ind.—The Indiana Mills & Eltr. Co. has been incorporated to succeed the Roetzler-Pelzer Milling Co.

Huntington, Ind.—E. M. Mossburg, a member of the Warren Eltr. Co., recently incorporated, will retire from the business.

South Raub, Ind.—The safe in the office of Crabbs-Reynolds-Taylor Co. was robbed recently and a ledger and papers taken.

Bentonville, Ind.—The eltr. of the E. A. Grubbs Grain Co. is to be remodeled, raised and equipped with some new machinery.

Osgood, Ind.—W. A. Vayhinger, who is conducting the Osgood Grain Co. in his own name, contemplates doing some repair work before fall.

Indianapolis, Ind.—R. F. Scott, who moved to Louisville, Ky., last year, is now buying corn for Thompson & Co., of the latter city, in St. Louis.

Terre Haute, Ind.—An inspector is to be stationed at this city by the railroad weighing ass'n to check underbilling and misdescription of carload freight, especially grain.

Crawfordsville, Ind.—The Big Four Eltr. Co., with Harry T. Stout proprietor, has succeeded the Crawfordsville Coal & Grain Co. and will install a 25-h. p. gasoline engine.

Rowan, Ind.—T. J. Lewis & Bro. have overhauled their eltr. and installed a 125-bu. Fairbanks Hopper Scale. Henceforth they will know how much grain they place in each car.

Indianapolis, Ind.—The executive and legislative committees of the Indiana Manufacturers and Shippers Ass'n met recently to discuss the proposed reciprocal demurrage bill.

McGrawsville, Ind.—I have been able to get plenty of cars. The man who tries to beat the railroad by shipping bad corn and then suing for delay is not getting any cars.—Chas. Sharp.

Alida, Ind.—The eltr. on the B. & O. Ry., leased by the Ohio Hay & Grain Co. and under the management of H. L. Freese, burned Jan. 9. The loss is about \$5,000, partially covered by insurance.

Fort Branch, Ind.—We have not received a wagon load of corn or wheat for the past month on account of the condition of the roads. High waters are doing considerable damage.—Fort Branch Eltr. Co.

Freeland, Ind. Fowler P. O.—Grogan & Herrington's new 35,000-bu. eltr. is completed. Reliance Construction Co. had the contract. Mr. Grogan will manage the business. Mr. Herrington will give his time to eltr. at Otterbein as heretofore.

South Whitley, Ind.—Conrad Erne & Co. have leased the Vandalia Eltr., owned by F. H. Foust, banker, of Columbia City.

Erne & Co. have headquarters at Columbia City, have been shipping hay for several years and will handle grain and hay at South Whitley.—H. L. Combs, Huntington, Ind.

Winchester, Ind.—The Goodrich Bros. Hay & Grain Co. has filed complaint with the state railroad commission against the C., C. & St. L. R. R. for unfair rates on hay shipments to eastern markets and against the Lake Erie & Western for unfair rates on grain shipments from Muncie, Gilman, Cammack and Shideler.

Lafayette, Ind.—Fred G. Heinmiller, for four years in the employ of W. W. Alder, has bot the track buying business of Mr. Alder at this city. Mr. Alder has retired after having been actively engaged in the grain business for 36 years, but retains his interest in the firm of Alder & Stofer at Buffalo, N. Y.

Kokomo, Ind.—The Howard County corn contest held here Jan. 9 was characterized by great interest among growers and by the liberal premiums offered as prizes. Among the principal premiums was \$25 in cash donated by Morrison & Thompson. Corn from every part of the county was on display during the contest.

Lafayette, Ind.—At the Purdue University corn show of Jan. 18 prizes aggregating \$500 were awarded. Every county in Indiana was represented, the corn school having been most successful in attendance and in interest manifested. The grand championship for 10 ears was won by G. L. Kerin and for a single ear by J. R. Overstreet, both of Franklin.

Eaton, Ind.—James L. Simmons, while inspecting the gasoline force pump in his eltr. recently, was burned about the face and hands. The pump is located over a cooling cistern, the water of which had been covered with oil which had escaped thru a leak in the pipe and was ignited by the lantern Mr. Simmons was using. The spreading of the fire thruout the eltr. was prevented and but little damage done.

Owensville, Ind.—Caving of the river banks undermined the eltr. of G. W. Rowman & Sons of Grayville, Ill., and the house recently plunged into the Wabash River, with 25,000 bus. of corn. The house was erected several years ago at a point known as Crawleyville, and had a capacity of 75,000 bus. A few days before 50,000 bus. of wheat and corn had been removed from the building in barges. Kirkpatrick Bros. lost 4,000 bus. of cribbed corn in the flood.

Kitchell, Ind.—Unfair rates on grain to eastern markets are alleged by the Kitchell Eltr. Co. in a complaint filed recently with the state railroad commission. The C., C. & L. maintains an arbitrary rate of from 1½ to 2 cents a hundredweight on grain to Eastern markets in excess of the rates in force at towns in the same vicinity and situated on the E., C. C. & St. L. and the C., H. & D. Railroads. Having no line to Eastern markets, the C., C. & L. is compelled to deliver to other lines and prorate with them. The road claims that on account of the short haul and limited business it is unable to get a remunerative share of the thru rate. Therefore it makes an arbitrary charge of 1½ and 2 cents a hundredweight before the division begins.

INDIAN TERRITORY.

Maysville, I. T.—I have bot the plant of the Linzee-Goodwin Grain Co.—T. J. Dobyns.

Vinita, I. T.—W. M. Hobbs will be

forced to remove from the railroad right of way this spring.

Muskogee, I. T.—The large eltr. being erected here will be operated not by the Midland Eltr. Co. but by the Midland Mill & Eltr. Co.

Broken Arrow, I. T.—Frank P. Hanafan was taken into custody by the federal officials at Muskogee Jan. 13 on the charge of having smuggled wheat in North Dakota. Mr. Hanafan denies having violated the law, and was released under bonds.

IOWA.

Charles City, Ia.—A Farmers Eltr. Co. has been recently organized.

Gilman, Ia.—The Farmers Eltr Co. will erect a feed and coal warehouse and remodel its eltr.

Hospers, Ia.—Bas Vander Aarde has succeeded Rickel Ganzevoort with the St. John Grain Co.

Masonville, Ia.—P. H. Ryan's eltr. on the I. C. Ry., in the course of erection, burned Jan. 14.

Gray, Ia.—H. Bates will succeed William Barger as mgr. of the Trans-Mississippi Grain Co.'s eltr.

Farragut, Ia.—The scarcity of cars has held corn back in this county for weeks. —R. Whistler & Sons.

Roland, Ia.—J. E. Thompson, former agt. for the Marshall Eltr. Co., has withdrawn from the grain business.

Meltonville, Ia.—Bosworth & Huber will erect a 30,000-bu. cribbed eltr. in the spring. M. Roe has the contract.

Ticonic, Ia.—The Sioux Grain Co. incorporated, capital stock \$25,000; incorporators, O. D. Whitney and others.

Elkader, Ia.—Only a little oats and barley are being sold here, as most of the grain is used for feeding.—Jos. Lamm.

A reciprocal demurrage bill is to be introduced in the Iowa legislature by Representative Meredith of Cass County.

Hudson, Ia.—A 20,000-bu. eltr. for the Hudson Lumber Co. has been erected recently by the Younglove Construction Co.

Sioux Rapids, Ia.—J. H. Hale has resigned his position as mgr. of the Skewis Grain Co. and engaged in other business.

Washington, Ia.—William A. Whiting has let the contract for a 15,000-bu. eltr. to the Burrell Engineering & Construction Co.

Owego, Salix P. O., Ia.—B. M. Stoddard, of Sloan, has completed an eltr. here for which the Younglove Construction Co. had the contract.

Cedar Rapids, Ia.—On account of the health of his wife, Fred Faulkner will remove to Denver, Colo., where he will engage in grain brokerage.

Mt. Auburn, Ia.—St. Clair & Son have succeeded St. Clair & Co., Wm. St. Clair having sold his interest to his nephew, W. J. St. Clair, Jr.

Granville, Ia.—The eltr. of Cannon & Hasse, containing 27,000 bus. of oats, 3,000 bus. of corn and 6,000 bus. of barley, burned recently. Loss, \$20,000, covered by insurance.

Humboldt, Ia.—The Farmers Eltr. Co., which has recently bot and taken possession of the Peavey Eltr. Co.'s eltr. on the M. & St. L. Ry., has installed a Fairbanks-Morse Gasoline Engine.

Traer, Ia.—The Northern Grain Co. is defendant in a suit for \$92 brot by a farmer to recover the value of two loads of corn, alleged to be part of 63 loads de-

livered. The company received only 61 loads.

Cedar Rapids, Ia.—Two more Hess Driers have just been installed in the plant of the Quaker Oats Co., making 12 in use here by this company. The four Hess Driers installed some time ago by the Pawnee Cereal Co. are now in use.

Marshalltown, Ia.—Overloading of cars on the Iowa Central has become so common on account of the shortage of cars that the company has found it necessary to issue orders for the transfer of the grain at this city into larger cars. The cars are weighed here, and one-half the cars have been found to be overloaded.

Sioux City, Ia.—The Mystic Milling Co. contemplates remodeling the old plant of the Sioux Milling Co. and converting it into a terminal eltr. installing up-to-date machinery. At a recent election of officers W. H. Mathews of Ada, Minn., was re-elected pres., E. L. Mathews of Minneapolis, Minn., treas., and C. H. Zeller, secy.

Ames, Ia.—After the very successful corn show of the Iowa Corn Growers' Ass'n the chief prizes were awarded to Eddison Bennett of Ames and Daniel Fascal of DeWitt. For the single ear of Reid's yellow dent, which won the prize, its grower, Mr. Pascal, bid \$150 to retain it. The prize awarded him is a painting in oil by Montgomery, valued at \$200. The Whiting trophy this year went to the five Bennett brothers of Ames.

Des Moines, Ia.—The Corn Growers Ass'n desires a small appropriation to enable it to carry forward more successfully the work in which it is engaged. If I looked upon it as a private affair, I could not be brought to favor the request, but it is really a part of the Agricultural College, and it may fairly be viewed as a branch of our educational system. I believe that the amount it asks would be returned over and over again every year to the farmers in their increased corn crop.—From Governor Cummins' message to the legislature.

Gov. Cummins' recommendation in favor of reciprocal demurrage voices a demand by the shippers which has never been more earnest than at the present time, when many of them are unable to secure cars consigned to them or in which they wish to ship freight to others. The complaint is that in times of excessive demand the cars go to the big shippers, and the little fellows must wait until the others are served. Thus the big shipper, through his ability to guarantee delivery within a certain time, is able to force his little competitor to the wall. Cars lying in the yards in their town which the little shippers wish to load are carried away empty to be placed at the service of bigger shippers in bigger towns.—Dubuque Times.

Des Moines, Ia.—In his message to the legislature Governor Cummins says with regard to reciprocal demurrage: Two propositions will be admitted without controversy: First, that it is the duty of every railway company to provide itself with sufficient motive power and enough cars to carry the freight offered to it with reasonable promptitude, and to furnish these facilities without discrimination to the shippers who ask for them; second, it is the duty of shippers and consignees to load and unload cars with reasonable promptitude, to the end that each car may perform the maximum of service. Shippers complain, and in recent times the complaint has been emphatic, that

the railways do not furnish cars as they should with reasonable diligence, and do not move them when loaded with sufficient speed; and that they do discriminate between their patrons. The railway companies complain that shippers and consignees are not careful in loading and unloading cars when furnished, and to correct the latter evil they impose a penalty for detention, which is called, in railway parlance, "demurrage." It seems to me consistent with good policy that the penalty should be imposed upon both sides. If the railway companies are remiss in their duty of furnishing cars and moving them, they should pay for their delinquency, and if the shippers and consignees are negligent in returning cars to service, they should pay for their fault. I recommend the enactment of a law that will create a sufficient motive in both carriers and shippers to do their full duty in this regard.

KANSAS.

New Salem, Kan.—Will W. Stiff is a scoop shoveler at this point.

Delia, Kan.—An eltr. will be built here by J. C. Bradley of Rossville.

Kiowa, Kan.—J. E. Circle has bot T. V. Brown's eltr. and grain business.

McIntosh, Oskaloosa P. O., Kan.—B. C. Ragan & Sons are building a warehouse.

Atlanta, Kan.—Chas. Moody will erect an eltr. and engage in the grain business.

Fredonia, Kan.—The Oswego Seed & Eltr. Co. contemplates remodeling its eltr.

Langdon, Kan.—The Farmers Eltr. Co. has purchased The Pratt Mill & Eltr. Co.'s eltr.

Humboldt, Kan.—Dickinson Bros. contemplate building an eltr. on the Santa Fe right of way.

Overbrook, Kan.—M. W. Cardwell's burned eltr. will be rebuilt in the spring by Leighty Bros.

Wellsville, Kan.—C. A. Smith has pending a suit against the Santa Fe for \$4,500 for non-delivery of cars.

Topeka, Kan.—J. W. Radford has been re-appointed chief grain inspector of Kansas for the term ending March 1, 1909.

Leoti, Kan.—Fred Friar, a scoop shoveler here, uses bins having capacity of about 3,000 bus. away from R. R.—R. M. Tirbble.

Smith Center, Kan.—The Farmers Eltr. Co. will erect a new eltr., the present house being too small for the company's increasing trade.

Clafin, Kan.—The Thorstenburg Grain Co. has sold its eltrs. here, at Redwing and other points.

Norwich, Kan.—A. R. Norton has bot the interest of his partner in the Norton Grain Co. and is continuing the business in his own name.

New Salem, Kan.—We have succeeded the firm of Stevens & Son and erected an eltr. of 1,500 bus. capacity on the A., T. & S. Fe Ry.—Stevens & Coffey.

Overbrook, Kan.—Chas. H. Redmon has organized a company and will erect a 10,000-bu. eltr. equipped with up-to-date machinery.

Axtell, Kan.—The firm of Bailey & Connett has been dissolved, W. H. Connett succeeding to the business here and E. N. Bailey to the business at Baileyville.

Lehigh, Kan.—We intend rebuilding our eltr. and installing a 500-bu. hopper

scale, a separator, a clipper and a 10-h. p. gas engine.—Burkholder & Co.

Manhattan, Kan.—A corn special train is being run over the lines of the Missouri Pacific. Lectures are given by Professor Burkett of the state experiment station.

Hilton, McPherson P. O., Kan.—Colburn Bros. on account of the refusal of the U. P. Ry. to lay a switch at their new eltr. are obliged to haul wheat bot here to McPherson.

Topeka, Kan.—Two maximum freight rate bills were introduced Jan. 9 in the legislature by Senators Smith and Young. Smith's bill makes a specific reduction on wheat and corn.

Columbus, Kan.—The regular grain dealers here are: Wesley Best & Son, Stauffer & Commock and ourselves. Yan Wilson & Son are scoop shovelers.—Fudge & Thomas.

Wichita, Kan.—The Wichita Board of Trade last year handled 10,875 cars of grain, of which 7,342 were wheat, 2,809 corn, 416 oats, 49 cane seed, 20 rye, 237 kaffir corn and 2 of millet.

Broughton, Kan.—O. E. Bonecutter is no longer in the grain business. The Broughton Grain Co., under the management of Scheinkoenig & Hinds, is the only firm here.—R. Scheinkoenig.

Hoisington, Kan.—The Farmers Eltr. was recently sold at auction by order of receiver. Fred Dundas, representing J. W. Logan, P. H. Cory, P. P. Kingston and others, all farmers in this locality, who will organize a Farmers Eltr. Co., bot the house for \$8,000.

Hutchinson, Kan.—Cattle cars are being used for grain shipments by the Kansas Grain Co., which is tacking jute bags on with lath to line the cars. The company has been forced to resort to this makeshift to get grain out of its eltr., using 50 cattle cars in three weeks.

Clay Center, Kan.—The Snell Mill & Grain Co. incorporated, capital stock \$75,000; incorporators James Pilkerton, pres., H. H. Starkweather, secy., A. W. Wixom, William Docking and L. F. Valentine. The company is the successor of the Snell Mill & Eltr. Co., whose plant it will enlarge.

Salina, Kan.—At a meeting of the farmers eltr. agitators Jan. 15 a resolution was adopted for the sale of stock in the National Grain Eltr. Co. Farmers so gullible as to part with their cash for the chromos of the Kansas City aggregation of bucket-shoppers will get little sympathy when the bubble has burst.

"Away back in 1859 I built a flat boat that would hold 600 sacks of corn, 2½ bus. in each sack, and floated down the Kaw river to Wyandotte," writes J. R. Mead, president of the Kansas Historical Society. "Going down was easy, even tho a part of our time was spent in pushing the boat off sand bars. That is, it was easy compared with the return trip, for bringing the boat back up stream was really a task." Two facts were thus early established—the navigability of the Kaw and Kansas as a future corn centre.

Topeka, Kan.—The Kansas Railroad Commissioners in their special report on car shortage state that five principal Kansas lines had in service in 1902, 60,680 box cars; in 1904, 79,967; and in 1906, 88,636. The engines in use were: in 1902, 3,336; in 1904, 4,598; in 1906, 4,979. The increase in the total number of cars in service in 1904 over 1902 was 31 per cent, and the increase in locomotives in service was 37 per cent; during the same period

the increase in traffic carried was but 21 per cent. The increase in the total cars in service in 1906 over 1902 was 42 per cent, and the increase in number of locomotives was 49 per cent; in the same period, the increase in traffic hauled was 47 per cent.

Topeka, Kan.—Governor Hoch in his message to the legislature said: The wise and necessary laws providing for the inspection and weighing of grain have been vigorously attacked in the courts by interests antagonistic, I think, to the interests of Kansas producers and shippers. The chief grain inspector, J. W. Radford, exhausted his contingent fund in defending these enactments, and calling on me for additional financial assistance, which I promptly rendered out of my own contingent fund. This litigation has developed some weaknesses in the law, which you will be asked to strengthen, which I am sure you will gladly do. Kansas must protect in every legal way possible its great grain interests against the greed of outside buyers who wish to control the inspection, grading and weighing of Kansas cereals in their own selfish interests.

KENTUCKY.

Hardinsburg, Ky.—We will erect a 20,000-bu. steel eltr.—T. J. Hook, Hook, Miller & Co.

Louisville, Ky.—The Union Grain & Hay Co. is in nowise connected with the Cincinnati firm of the same name.

LOUISIANA.

NEW ORLEANS LETTER.

The first full cargo of grain sent out of New Orleans in 1907 was taken out on the steamship Ravenshoe, which left here last Wednesday for Norresundby and Aalborg, Denmark. She had something over 220,000 bus. of corn.

Henry B. Schreiber, member of the firm of Henry B. Schreiber & Bro., grain and hay commission merchants of New Orleans, has been honored with the presidency of the New Orleans Board of Trade. Mr. Schreiber was elected without opposition. He has been in business here for a long time and is a native of this city. Another very efficient man among the newly elected officers of the Exchange is A. F. Leonhardt, of A. F. Leonhardt & Co.

New Orleans, Jan. 21.—Not less than 8,000 and probably 10,000 cars are on track at the wharves of the various railroad companies in New Orleans waiting to have their contents transferred on board the many ships now in the port. Hundreds of these cars are loaded with grain. This condition is largely responsible for the shortage of cars in this territory and for the delays experienced in getting grain shipments out of the port. According to statements of local grain men, the movement both inward and outward is only fair, and operations are being affected in a large measure by the congestion evident everywhere down here. The action of the railroad companies in reducing the free time on cars has also caused consternation, and it is said that the shippers may invoke the aid of the State Railroad Commission. The New Orleans & Northeastern Railroad and allied lines have put on a new order which provides that its equipment must be returned to it within 240 consecutive hours after delivery has been made to consignee. In this way it is hoped by the railroad companies to hurry the exporters

so that cars will be returned sooner than at present.—K.

MARYLAND.

Baltimore, Md.—The Northern Central Ry. will add storage bins 22½x112 ft. to one of its eltrs.

Baltimore, Md.—In reply to a letter from a German importer complaining of the poor quality of wheat shipped from Galveston, Tex., Robert Ramsay has written: "For several months last summer Baltimore continued offering hard winter wheat, which our shippers considered fair quality and properly graded, but our quotations were met with the ridiculously low prices which were being offered from the Gulf. The sequel shows that this cheap wheat as offered from the Gulf was not as cheap as the European buyers considered it, and the disastrous out-turns and the serious losses which were entailed upon buyers when their purchases were received confirms our shippers in their conclusions that hard winter wheat of good quality could not be offered at the prices referred to. The conclusions of our grain exporters are not for the United States Government to control inspections at the various grain markets, but for more discriminating sense on the part of the European grain merchants in selecting their correspondents on this side of the water, and not to be influenced by a slight recession in the price, but rather to continue dealing with such shippers as they have found to be honest and who live up to their contracts."

MICHIGAN.

Clare, Mich.—The J. D. McLaren Co.'s eltr. on the Pere Marquette Ry., 24x50 ft., with 12,000 bus. capacity and equipped with up-to-date machinery and a bean picking plant, is in operation. It was constructed under the direction of A. C. Van Sickle.

Lansing, Mich.—A joint resolution on car shortage was presented in the senate Jan. 17, providing for a commission of three shippers, one attorney and one railway man, to organize Jan. 29, and investigate the scarcity of cars. The commission is given authority to examine the books of the railroads.

Ann Arbor, Mich.—N. J. Kyer, one of the pioneer operative millers of the state, died Jan. 19, aged nearly 70 years. For 15 years he was identified with the management of the Michigan Millers Mutual Fire Insurance Co., as a member of the finance committee, as director and as vice pres. He was mgr. of the Michigan Milling Co., of this city.

Saginaw, Mich.—The central portion of this state has a vast and steadily increasing bean average. The crop averages about 20 bus. per acre, and this year the grower has netted \$1 a bu. The principal bean grown here is the white navy bean, altho the red kidney variety is being grown extensively. These are the two great market beans here. The great bean markets of Michigan are Saginaw, Jackson and Lansing. It is interesting to know that Cuba is one of our largest patrons in beans. Our company has shipped 60 carloads of beans to Cuba during the past year, and our trade with that market promises to show a large increase for 1907. Farmers who have tried beans find them a profitable crop, and the acreage is being increased each year.—Henry Carr, mgr. Saginaw Milling Co.

The car service committee of Michigan

shippers is working for a reciprocal demurrage bill covering the following points: The furnishing of suitable cars to shippers by carriers within a given time. Reciprocal demurrage. Carriers shall carry forward freight at least a certain number of miles per day. A penalty shall attach. Time within which cars shall be unloaded prescribed and penalty imposed on consignee on failure to unload within a given time. Time fixed by law according to articles shipped. A provision that when cars applied for at different times are bunched at shipper's tracks by carrier, that shipper's demurrage charge shall be so regulated by the act as not to impose a hardship upon shippers by reason of failure to load cars. Charges and penalties may be enforced in any court of competent jurisdiction. Discrimination in furnishing cars in favor of commodities taking a higher rate. Railroad companies to pay to shippers for cars released ahead of the free time, the same penalty as charged shippers for cars detained beyond the free time limit. For the protection of the railroad companies against irresponsible shippers in ordering cars, said shippers to pay a deposit on each car ordered upon demand for same by the railroad companies, said deposit to be refunded to the shipper at time car is billed out.

MINNEAPOLIS.

The Lauritzen Malt Co. has let the contract for its \$150,000 plant to S. M. Klarquist.

A site near the Electric Steel Eltr. Co.'s plant has been selected for the proposed linseed oil mill of the Spencer-Kellogg Co. of Buffalo, N. Y.

The Northern Grain Co. will remove its headquarters from Cedar Rapids, Ia., here. No change in the management of the company in any way will be made.

Charles H. Quackenbush, former assistant mgr. for the W. W. Cargill Co., has accepted the position as mgr. of one of the company's terminal eltrs. here.

A conveyor gallery 450 ft. long has been constructed between the Electric Steel Eltr. and the new oil mill of the Archer Daniels Co. The flaxseed is carried on a belt 4 ft. wide, weighing 15 tons. The entire structure is of steel.

The Standard Alcohol Co. has been incorporated to manufacture alcohol for burning, from grain, potatoes and wood. The authorized capital stock is \$500,000, and the incorporators are C. O. Lundquist, H. H. Kryger and C. E. Jennings.

The Electric Malting Co. is letting contracts for the erection of its plant in the early spring. The machinery includes 15 600-bu. malting drums, with daily capacity of 1,800 bus. of barley. The house will also be so constructed as to admit the doubling of capacity if necessary. The plant is centrally located in a manufacturing district and adjoins the Electric Steel Eltr. Co.'s eltr. enabling the barley to be easily supplied by the last named house or the Delmar eltr., also owned by the Electric Steel Eltr. Co., on the other side.

MINNESOTA.

Danvers, Minn.—The Farmers Eltr. Co. is out of business.

Barry, Minn.—The Baldwin Eltr. Co. is located on the G. N. Ry.

Ormsby, Minn.—The McIntyre-Ingold Co. has succeeded John P. Coffey.

Plainview, Minn.—The Meachum Co. has succeeded the Hall Meachum Co.

Verdi, Minn.—Theodore Lampe has succeeded G. W. Van Dusen & Co.

Clinton, Minn.—The Montevideo Roller Mill Co. has recently succeeded C. E. Fletcher.

Wildor, Minn.—The Christensen Grain Co. has succeeded Thom Christensen & Co. on the C. St. P. M. & O. Ry.

Round Lake, Minn.—Stockdale & Deitz have succeeded the Albertson Grain Co. on the C. R. I. & P. Ry.

Winnebago City, Minn.—The Plymouth Eltr. Co. has succeeded F. J. Oligher on the C. St. P. M. & O. Ry.

Stanton, Minn.—A. W. Swinton & Co. have traded their eltr. to Nels Austinson of Dennison for land near Grand Fork, N. D.

Ortonville, Minn.—Sanborn & Luff have succeeded Luff Bros., F. W. Sanborn having purchased P. Luff's interest in the business.

Ormsby, Minn.—Dagblat & Dietz Eltr. Co. has taken possession of the eltr. here. The buyer, Mr. Corbet, has resigned and will conduct his farm.

St. Paul, Minn.—A bill making it a criminal offense to give rebates on freight charges has been introduced in the Minnesota legislature by Representative Lennon of Minneapolis.

Bird Island, Minn.—E. W. Sumner of Minneapolis has succeeded the D. A. McDonald Co. at Welch, and at this point. Ed Reinhardt is the successor of J. Richardson & Co. located on the C., M. & St. P. Ry.

Bigelow, Minn.—McLaughlin, Ellis & Co. have succeeded the American Grain Co., located on the C. St. P. M. & O. Ry., here, at Blue Earth City, and Vernon Center and on the M. & St. L. Ry at Echo.

Clara City, Minn.—E. S. Moore & Co. are successors to the Cargill Eltr. Co. The Thorpe Eltr. Co. succeeds the Cargill Eltr. Co. both at this point and at Raymond. All are on the G. N. Ry. right of way.

Clarks Grove, Minn.—The Western Eltr. Co.'s office was damaged to the amount of \$30, Jan. 10, by fire caused by an overheated stovepipe. The company, for whom Louis Larson is agt., will repair at once.

Nerstrand, Minn.—The farmers in this vicinity are organizing a Farmers Eltr. Co. and Chas. Bollenbach, F. A. Kolling, and O. M. Stenbak have been appointed to inquire into the cost of building or buying an eltr.

St. Paul, Minn.—The joint state grain inspection board has voted to recommend the adoption of the grain grades established by the uniform grade congress at Chicago. Under the law the new grades cannot go into effect until the new crop.

St. Paul, Minn.—The railroads on Jan. 24 were granted a temporary restraining order by the court against the enforcement of the rate reduction order of the state railroad commission, and the commission is ordered to show cause Feb. 13 why the restraining order should not be made permanent. The order of the commission made a heavy cut in grain rates.

St. Paul, Minn.—Senator Cashman has introduced a bill in the Minnesota legislature providing that railroads shall charge no more for a short than for a long haul over the same line; and that the rate per ton mile shall not be lower for a longer than for a short haul in the same general direction.

St. Paul, Minn.—The Minnesota State

Board of Railroad and Warehouse Commissioners, in its annual report, asks for the enactment of a law to prevent the misuse of the title "weighmaster" by irresponsible persons, and for a law to authorize the commission to cancel licenses of public warehousemen who fail to keep their houses open, who buy grain on any other basis than the bushel, or who conspire to control prices.

Willmar, Minn.—O. K. Severinson, agt. for the Northwestern Eltr. Co. here, whose house has been closed on account of the present dullness of wheat, is the temporary mgr. of the company's eltr. at Litchfield, succeeding M. G. Magnusen who has accepted the position of superintendent of the firm's line of eltrs. on the Great Northern Ry. and will have his headquarters in St. Paul. The former superintendent, J. P. Hull, will be connected with the New London Mill Co. at Sioux Falls, S. D.

Skyberg, Minn.—Suit was brot against the Rex Eltr. Co. here by W. George to recover the difference in the value of barley sold by the bushel, for which the company took 50 lbs., while the legal weight is 48 lbs. In view of the fact that many dealers are buying at 50 lbs. per bu. this promised to be an interesting suit; but F. J. Nelson, mgr. at this place for the Rex Eltr. Co., on Jan. 18, wrote that "Mr. George withdrew his suit and settled on the usual basis of 50 lbs. of barley to the bushel."

Duluth, Minn.—Geo. Spencer having declined a renomination as pres., Julius H. Barnes has been named pres. of the Duluth Board of Trade. Other nominations are Stephen H. Jones, vice-pres.; J. N. McKinley, J. F. McCarthy and W. J. McCabe, directors; the arbitration committee, G. G. Barnum, W. S. Moore, S. A. McPhail; and the appeals board, Thomas Gibson, F. E. Lindahl, W. J. McCabe; inspection, J. F. McCarthy, J. T. Hickman, A. M. Prime, C. F. Haley, J. T. Pugh.

The reciprocal demurrage law is simply a matter of justice to shippers. They are as much entitled to protection at the hands of the government as the railway companies are. There is as much a loss to the shippers in not being able to deliver there produce at the proper time as there is to railroad companies in not receiving their cars within the specified time. It is eminently unfair that the government shall permit one and not the other to collect a demurrage. The present legislature will undoubtedly make this matter right so far as Minnesota is concerned.—Glenwood Herald.

St. Paul, Minn.—A resolution to investigate the organization, rules, methods, policies and practices of the Minneapolis Chamber of Commerce and the Duluth Board of Trade was adopted by the house of representatives Jan. 14. Peter B. Smith, pres. of the Chamber of Commerce, says: If it is the desire of the legislature that members selected be sent over here for inquiry into the business methods of this chamber, the gentlemen who come may be assured that every courtesy will be extended them and every facility offered for obtaining all information that may be desired. Our trading room, our cash market, our offices, books, records, everything practical, clerical or statistical, will be opened to them. Not only will we interpose no objection, but in view of publicity given and allegations recently made, we will welcome a thorough and intimate inquiry into our affairs and methods.

Governor Johnson in his message to

the legislature said: A reciprocal demurrage law which will be fair to all parties is demanded by the public and should be enacted at this session. So flagrant have been the conditions that the general government felt compelled to visit this state with its force of traffic experts, hold meetings of shippers and carriers, and enter into an exhaustive investigation of our defective traffic facilities. As one of the chief remedies for the insufficient supply of cars, which has resulted in the loss of thousands of dollars to Minnesota wheat growers, and in some localities produced temporary coal famine, I suggest a reciprocal demurrage law, subjecting carriers to the same penalties for delay in furnishing cars as the carriers impose upon shippers for delay in loading cars.

St. Paul, Minn.—W. A. Nolan has again introduced his bill for reciprocal demurrage, with two changes. The term "weight" is used in place of "net weight"; and the railroads are required to haul cars a minimum of 75 instead of 50 miles per day. The bill is supported by the Minnesota Shippers Ass'n. Section I requires carriers to furnish cars in 48 hours at terminals and in 72 hours elsewhere. Section II provides that the payment of demurrage charges shall not invalidate any claim of the shipper for damages for unusual delay. But if either the company or the shipper make haste in loading or delivery, they are to receive credit for this. If the car is delivered in advance of the limit, or if it is unloaded in less than the time limit given, a credit of \$1 per twenty-four hours is to be given. All bills for demurrage charges are to be balanced and settled monthly. The bill has been referred to the committee on railroads.

MISSOURI.

De Kalb, Mo.—The Platte Mill & Eltr. Co. has quit the grain business at this station.

St. Joseph, Mo.—The Chicago Great Western Railroad has abolished reassignment charges on grain at this market.

Jefferson, Mo.—A bill to prevent delays in furnishing cars and transporting freight has been introduced in the legislature.

Fortesque, Mo.—The John H. Lynds Grain & Eltr. Co. is erecting a \$6,000 eltr. to replace the house burned Dec. 16.

St. Joseph, Mo.—Stouffer & Gilpin will build a grain and hay warehouse on the Rock Island Ry. costing \$10,000, in the spring.

St. Louis, Mo.—The estate of Wm. J. Taylor has brot suit against the estate of Corwin H. Spencer for \$45,000 alleged to be due on a wheat deal.

Kansas City, Mo.—The Thresher Fuller Grain Co. has succeeded Thresher & Fuller, with offices at 310 Board of Trade. R. J. Thresher is pres. and L. A. Fuller, sec.

St. Louis, Mo.—The Missouri Railroad & Warehouse Commission has held recent meetings here to investigate the work of the grain inspection department, the inefficiency and incompetency of which has been complained of by millers and grain men.

Kansas City, Mo.—J. F. Parker has been elected first vice-pres. and F. G. Crowell second vice-pres. of the Board of Trade. The 6 new directors chosen are F. J. Delaney, W. A. Hinchman, W. W. Cowen, R. T. Morrison, C. P. Moss and L. A. Fuller.

St. Joseph, Mo.—The St. Joseph Board

of Trade has been chartered with the following members, Henry Lichtig, J. Kirby, K. R. Clark, J. L. Frederick, B. R. D. Lacy, A. J. Brunswig, T. P. Gordon, E. F. Peck, W. H. Burke, Edgar L. Brown and A. L. Feuguay.

The Missouri Railroad & Warehouse Commission will attempt to secure legislation giving it control of weighing grain at private as well as public etrs. Commissioner Knott declares that "The scope of the present law will be widened." The last attempt to force state weights upon the trade was defeated by a decision of the supreme court declaring that provision of the law unconstitutional.

Kansas City, Mo.—The reassignment charge of \$2 per car on grain has been canceled by the Chicago Great Western railroad. Other roads continue the charge. The Board of Trade hopes to have a hearing in February of its complaint to the Interstate Commerce Commission against the charge. The Frisco system on Feb. 8 will impose a reassignment charge of \$2 per car on hay.

Moberly, Mo.—M. F. Dunlap of O'Fallon was elected pres. of the North Missouri Millers Ass'n at a meeting Jan. 8, when this old ass'n was reorganized. It was decided to hold the next meeting in May at St. Louis during the mass meeting of millers under the auspices of the Millers National Federation. Members of the Grain Dealers National Ass'n, which Mr. Dunlap has served in the same office, will congratulate the millers of north Missouri on their choice of a president.

Kansas City, Mo.—F. P. Lint, formerly of the Hinds & Lint Grn. Co., is now traveling in Washington for the Washington Grn. & Milling Co., of Spokane, Wash. He writes, "The grain business is handled differently in this section than in the East. There are very few eltrs. but new ones are being built each year. Warehouses are used at all grain points and 90 per cent of the grain is handled in bags."

St. Louis, Mo.—The directors of the Merchants Exchange have reappointed Geo. H. Morgan secy and Eugene Smith, assistant secy. E. M. Flesh has been reappointed chairman of the floor committee. The grain committee is composed of Chris Bernet, chairman; T. B. Morton, Bert H. Lang, John Dower, E. Hodgins, Edward Devoy and W. T. Hill, and the special committee on appeals is composed of Wm. A. Gardner, chairman; F. C. Orthwein, James W. Garneau, W. B. Anderson, Edgar D. Tilton, Ben P. Corneli and Cary H. Bacon.

St. Louis, Mo.—The Flour Mills Grain Co. has been incorporated with power to conduct a grain commission business, and will buy wheat for millers. The capital stock is \$7,500, and the officers are C. F. Sparks, of the Sparks Milling Co., Alton, Ill., pres.; Marcus Bernheimer, of the Bernheimer Flour Mills Co., Clinton, Mo., vice-pres. and secy; C. Bernet of the Bernet, Kraft & Kauffman Milling Co., St. Louis, treas.; F. C. Hoose, asst. secy., and W. E. Simison, asst. treas. The company will have membership in the Board of Trade at Kansas City where an office will be opened in charge of Mr. Hoose and Mr. Simison, who are members of the Board.

Kansas City, Mo.—Fred H. Tedford, chief grain inspector of Missouri, was removed from office at midnight, Jan. 8, on charges brot by Baxter Brown, chief clerk of the inspection department, that he and P. H. McVey, an assistant in-

spector, had been illegally removed by Tedford. Brown is a close friend of Commissioner Knott, who with Commissioner Oglesby, discharged Tedford without giving him an opportunity to disprove the charges, as he requested. The third Commissioner, Frank Weightman, says: "As the affair appears to me, it is a reproach against the department to bring such matters up. The charges as brought against a head official at practically a midnight meeting and the refusal of the board to grant him time to prepare his defense, were most unjust, unreasonable and unwarranted." McVey was reappointed to a job on the commission's pay roll and Charles Oglesby, a brother of Commissioner Oglesby, was given a position as grain weigher. Henry C. Nunn, who has been appointed chief grain inspector, has been in the employ of the grain inspection department for several years. On petition by the attorneys of Mr. Tedford the Missouri Supreme Court on Jan. 11 granted him a writ of certiorari commanding the commissioners to appear before the court Jan. 23 with all records and proceedings pertaining to his dismissal.

MONTANA.

Helena, Mont.—A bill for reciprocal demurrage has been introduced in the house by Representatives Shaw and Tudor.

NEBRASKA.

Aurora, Neb.—The T. B. Hord Grain Co., of Central City, is operating its eltr.

Lincoln, Neb.—Representative Cone is preparing a bill for a state grain inspector.

Lyons, Neb.—William Lyons is the successor to Lyons Bros. on the C. St. P. M. & O. Ry.

Omaha, Neb.—The Burlington has announced a reduction on grain from southern Nebraska to Omaha.

Aurora, Neb.—I. N. Jones has been bereaved by the loss of his wife, who died Jan. 15 after a lingering illness.

Copenhagen, Plainview P. O., Neb.—The Nye-Schneider-Fowler Co. is building an eltr. on the C. & N. W. Ry.

Bloomfield, Neb.—J. G. Westrand & Son have succeeded the Holmquist Grain & Lumber Co. on the C. St. P. M. & O. Ry.

Brokenbow, Neb.—Rasmus Anderson has succeeded Bowman & Anderson, who recently bot the Central Granaries Co.'s eltr.

Cozad, Neb.—The Farmers Eltr. Co., recently incorporated, took possession of its new eltr. Jan. 1 with L. W. Zook in charge.

Lebanon, Neb.—I have resigned my position with the Duff Grain Co. and am mgr. for the Lebanon Farmers Ass'n.—C. S. Mort.

Omaha, Neb.—The Grain Exchange has definitely decided to remove to the Brandeis block, where it will occupy the seventh floor.

Edgar, Neb.—Hill & Chance have been succeeded by Mr. Hill, Mr. Chance retiring from the grain business.—C. D. McInlay, mgr., Farmers Commercial Ass'n.

Omaha, Neb.—The Crowell Lumber & Grain Co. contemplates increasing the capacity of its steel grain storage tanks from 125,000 bus. to 500,000 bus.

Humphrev, Neb.—Athur Graham, em-

ployed in the Omaha Eltr. Co.'s eltr. now being built, recently fell a distance of 30 ft. to the floor below receiving serious injuries.

Lincoln, Neb.—Reciprocal demurrage is provided for in a bill introduced in the legislature by Representative Thiessen of Thayer. The penalty for failure to supply cars is \$1 per day.

Dixon, Neb.—Geo. Terwilliger has succeeded the Terwilliger & Dwight Co. both here and at Laurel. H. H. Dwight has succeeded the company at Randolph. The 3 points are on the G. N. Ry.

Bancroft, Neb.—McLaughlin, Ellis & Co. have succeeded the American Grain Co. at the following points on the C. St. P. M. & O. Ry.: Hartington, Pender, Thurston, Winside, Wausa and this place.

Kearney, Neb.—The Trans-Mississippi Grain Co. is remodeling its eltr.; laying a new foundation under the structure and the engine room, enlarging the eltr. rooms in the basement, enlarging the chop feed bins and adding grain chutes.

Omaha, Neb.—The Union Pacific has filed its answer to the Grain Exchange with the Interstate Commerce Commission. A general denial is made that the Union Pacific wishes to discriminate against Omaha. The Union Pacific will attempt to show that the business is unremunerative under the old scale and that it is the business of the Iowa lines to bring the grain to Omaha and not force the Union Pacific to take it at Council Bluffs where the terminals are already congested. All these lines have an annual contract with the Union Pacific for the use of its bridge and tracks. All the cars which would come in that way are foreign cars on which a charge of 50 cents per day is made for the time they are in the possession of the Union Pacific and as it generally takes four days to bring a car across the river, unload it and send it back it would take all the profits.

Omaha, Neb.—Secy. McVann of the Grain Exchange has written members that the fight against the Rock Island still is on. In his letter Mr. McVann says: On Jan. 1 the rates on grain from Omaha and Kansas City to Memphis, Tenn., were advanced 1 cent per hundredweight. This advance extends very materially the Nebraska territory affected by the iniquitous equalization plan of the Rock Island-Frisco system. Had there been any doubt in the mind of any Omaha man as to the purpose of the Rock Island-Frisco system in putting the plan in effect that doubt would be dispelled by an official statement of the transportation manager of the Kansas City Board of Trade (a copy of which is in our possession), in which he commends the plan and congratulates his members over the additional territory opened up by its operation to Kansas City merchants. Every effort is being made by our transportation department not only to resist further extension of this plan by the Rock Island-Frisco system, but to compel that system to withdraw it entirely.

NEW ENGLAND.

Boston, Mass.—The New England Grain Dealers Ass'n is holding its annual meeting Jan. 25.

An anti-bucket shop bill has been introduced in the Massachusetts legislature, providing fine and imprisonment for the quotation gamblers.

Middletown, Conn.—The steam engine

in the grain eltr. of Meech & Stoddard broke down Jan. 12. Part of the flywheel was thrown thru the roof and great damage would have resulted had not the engineer shut off steam.

NEW JERSEY.

Paterson, N. J.—William C. Wortman & Co. incorporated, capital stock \$10,000; incorporators, William C. Wortman, M. E. Lane and C. A. Dickson.

Garfield (no P. O.), N. J.—The John T. Harropp Co. incorporated, capital stock \$30,000; incorporators John T. Harropp, George W. Harropp and Minta W. Harropp.

NEW YORK.

Buffalo, N. Y.—The Vandalia line has given the L. S. & M. S. R. R. notice that it will not participate in the re-conignment of grain at this city.

Buffalo, N. Y.—The Chamber of Commerce on Jan. 9 elected the following officers for the ensuing year: Pres., Wm. H. Gratwick; vice pres., Wm. H. Andrews; treas., John H. Lascelles; trustees, James N. Byers, E. M. Husted, John H. Baker and Jacob J. Siegrist. This election is of less interest since the grain trade is handled by the Corn Exchange.

Buffalo, N. Y.—The Corn Exchange is actively prosecuting grain thieves. Numerous complaints have been made against these thieves in the outlying yards of Buffalo, where they are very difficult to catch. The Corn Exchange has offered a standing reward of \$25 for the arrest and conviction of such trespassers. Printed cards announcing the reward have been placed at various points in the freight yards. Since the present crusade was started a policeman caught one man in the act of tapping a car and arrested him. The Corn Exchange sent the officer a check for \$25.

BUFFALO LETTER.

Spencer Kellogg has lately undergone an operation for appendicitis, from which he is already partly recovered.

The exodus of grain dealers from the old part of the Chamber of Commerce to the new has fairly begun and will continue for a long time.

Dealers in grain and mill feed both report an improvement in the market. There is plenty of call for corn and oats, either whole or ground.

The only grain member put on the tickets of the Chamber of Commerce was E. M. Husted and he went in with a rush, receiving the highest vote. The annual election of the Corn Exchange occurs later.

The Lehigh Valley Railroad announces that all grain destined for Philadelphia must hereafter be billed to Jenkintown, which appears to be a suburb of the city that the road has made its special depot for distributing grain in that district.

The first wheat fleet from Duluth in the spring will be a record breaker, for not as much of it came down last fall as was the intention; some bad storms delaying the vessels and holding them up in the ice so they did not load.

State wheat millers have of late been getting so much wheat from the farmers on the short runs of sleighing that they are now holding off and not offering to within about 3 cents a bu. of what they would have to pay for western winter wheat of equal grade.

It seems impossible to keep up an in-

terest in the wheat trade here. Buffalo is a great handler of that grain, but a car or two a day is often a good average sale of either winter or spring, as the inspection shows, while corn and oats by the hundred cars a day go thru the inspectors' hands.

The harbor and general lake grain interests will be pleased to note that Thomas W. Kennedy has been reappointed to the head of the grain handling department in Buffalo by the Lake Carriers Ass'n at its annual meeting this month. Mr. Kennedy has been in that position a long time and always gives entire satisfaction.

A light movement of grain from the farmer to the railroad is likely so long as the weather remains open. W. G. Heathfield, who lately took a look at the grain situation in Ohio, found farmers at work in the field, new wheat looked as green as in spring and the roads were too soft for heavy teaming.

The eastern demand for grain appears to be good, for with the thru car movement, always large now, there is already a number of the winter wheat cargoes unloaded, tho the grain must pay for a full season, just as if the cargoes were held till April. Probably over a million bushels of wheat have been shipped out from the winter fleet.

The eltr. pool is in about the same position that it always is at this time of the year. One meeting has been held and there is another set for this month. Nothing is expected to be done right away and there does not appear to be the confidence in results that there has been in former seasons. The old members do not feel like giving up anything to new ones and it is certain that no new elevator will come in unless it be on equal footing with the old ones.

Among those already moved or about to go are the Husted Milling & Eltr. Co., Pratt & Co., the G. Q. Moon Milling Co., F. L. McMullen, the Lackawanna Mill Co., D. M. Irwin, Burns Bros., the Electric Eltr. & Milling Co., J. H. Rodebaugh and the Western Elevating Ass'n. These changes, with quite a good movement in from outside, which includes banks and railroad offices, make the new building quite lively already. But what is to become of the offices that have been left in the old part of the building?—J. C.

NORTH DAKOTA.

Crosby, N. D.—A. A. Gad of Dazey will build 2 eltrs. at this point.

Edmore, N. D.—The Minneapolis & Northern Eltr. Co. has rebuilt its eltr. recently burned.

Dunseith, N. D.—Jules Beaudoin is the new mgr. for the Winter & Ames Co. of Minneapolis, Minn.

Courtenay, N. D.—The Courtenay Farmers' Eltr. Co., Curtis Sheperd, agt., has succeeded the Woodworth Eltr. Co.

Rugby, N. D.—W. J. Frantz, recently in charge of an eltr. in Childs, Minn., will be mgr. for the Imperial Eltr. Co. here.

Christine, N. D.—I have resigned my position with the Monarch Eltr. Co. and will hold down my homestead for about 8 months.—John Heyerholm.

Hebron, N. D.—The Farmers Eltr. Co. incorporated, capital stock \$10,000, incorporators: W. Bratzel, Christ Birkmaier, John Elmer and others.

Inkster, N. D.—The railroad is badly blocked with snow. Grain dealers here

have had only one mail this week.—Agent Minneapolis & Northern Eltr. Co.

Calvin, N. D.—John Stewart, wheat buyer for the St. Anthony & Dakota Eltr. Co. at Russia, Minn., has accepted a similar position for the company at this point.

Fargo, N. D.—The meeting at this city Jan. 18 at which the North Dakota Eltr. Ass'n and the Independent Grain Shippers Ass'n were merged into the North Dakota Shippers Ass'n is reported elsewhere in the Journal.

Max, N. D.—The Homestead Eltr. Co., the Minnekota Eltr. Co. and the Osborne-McMillan Eltr. Co. erected eltrs. here last fall. Others will probably be built in the spring. This station is on the junction of the Washburn and Garrison branch and the main line of the Soo R. R.—Claude E. Miller.

Bismarck, N. D.—Senator Strom has introduced a reciprocal demurrage bill in the legislature. The penalty for failure to furnish cars is \$1 per day and the carrier must move freight 50 miles per day. The bill provides that if a shipper loads his car before the expiration of the free time or the carrier furnishes cars before the expiration of the free time, credit for such day or days saved in time will act as a credit to either party at the rate of \$1 per day. All settlements for demurrage must be made monthly. The railroad commissioners are empowered to suspend the law for sixty days at their discretion, but not more than once in any one year.

OHIO.

West Lebanon, O.—An eltr. will probably be built here.—Plank & Gray, Wooster, O.

Toledo, O.—Frank I. King of C. A. King & Co. has been appointed trustee of the city sinking fund of Toledo.

Cincinnati, O.—On account of the flood the grain eltr. of the Gale Bros. Co. recently was closed temporarily.

West Liberty, O.—Elliott & Funk have succeeded Baldwin & Elliott, Mr. Baldwin having retired.—J. L. Mast.

Rosburg, O.—Ross, Beam & Son will remodel their eltr. on the C. N. Ry. in the spring.—Howard, Feltman & Rahn, Ansonia, O.

Monroeville, O.—Charles Schug and Phillip Horn, both of the Heyman Milling Co., have bot J. H. Mason's eltr. and will take possession Feb. 1.

New Bremen, O.—Weevil have greatly damaged stored wheat in this locality. The grain held by some farmers is nearly a total loss.

Southworth & Co. are favoring their friends with a wall calendar decorated with a beautiful embossed portrait, in colors, of Marion.

Cincinnati, O.—The Louisville & Nashville and Southern railways have placed an embargo on all but perishable products for southern shipment.

Cincinnati, O.—The C., H. & D. R. R., which has discontinued the use of its eltr., is considering the rebuilding of the plant or the construction of a new house.

Monroeville, O.—J. Buckingham of Bellevue has removed to this city and engaged in track buying only under the name of Buckingham Grain & Seed Co.

Tamah, O.—I have sold my eltr. at this place to Fox & Sipple, who will take possession Mar. 1, and will engage in the grain business elsewhere.—D. Kester, Pikeville, O.

Washington, O.—Scott & Woodrow of Columbus, recently were given judgment against the old Midland Grain Co. of this place for \$1,097 damages on account of shipment of corn heating.

Delphos, O.—We have leased land on the Lake Erie & Western R. R. for erecting an eltr. of frame, reinforced concrete or steel construction, to have 15,000 bus. capacity. We are open for bids on the contract.—Botzum Bros., Akron, O.

Grover Hill, O.—We have succeeded the McMillan Grain Co. here and at Roselms and J. W. Owens at Weavers Station, Mr. Owens retaining his connection with Owens Bros. at New Madison and Lynn, Ind.—Davidson & Owens.

Cincinnati, O.—The Chamber of Commerce has recently elected the following officers for 1907: Pres., W. A. Bennett; vice pres., Robt. P. Gilham; secy., August Ferger; treas., Henry Vogel; directors, James A. Loudon, Harry E. Meyer, Charles Lewis, S. C. Matthews and Henry M. Rubel.

Bowersville, O.—The Miami Grain Co.'s new eltr. to replace the one burned last July will be ready to receive grain next week. It is a 25,000-bu. studded house. A 40-h. p. steam engine will supply power. It is equipped with Philip Smith Sheller and Cleaner and Fairbanks Wagon and Hopper Scales.

Toledo, O.—Among the committees of the Produce Exchange for the ensuing year are the following: Wheat inspection—C. L. Cutter, F. J. Reynolds, Geo. B. McCabe, F. O. Paddock, J. C. Keller, Fred. Mayer, W. W. Cummings; corn, oats and rye inspection—E. L. Southworth, H. L. Goemann, W. H. Haskell, J. E. Rundell, H. W. DeVore, James Hodge, C. L. Reynolds; rules, floor and call—W. H. Morehouse, F. J. Reynolds, C. S. Burge; weights—E. W. V. Kuehn, C. S. Coup, Wm. W. Cummings; elevators—E. L. Southworth, F. O. Paddock, W. H. Morehouse.

The results at the experiment station that have been accomplished with alfalfa have been wonderful. When its worth once becomes known to the consumers of hay, the demand for it will force the farmers to raise large crops of it. It is like all new things—to break into the farmers' fixed and set ideas is no easy matter, but when the hay buyer once begins to offer two or three dollars more for alfalfa than for hay it is easy to tell what's going to happen. In Ohio it will produce from four to five tons per acre and it is a great producer of fat. It has the highest percentage of digestive properties of any of the plants raised on the farm.—Prof. C. H. Kyle.

Cincinnati, O.—J. M. Smith of the Bucyrus Grain Co. has made complaint against the Cincinnati Grain Co. for a trick by which Anthony Heile, of that company, got possession of a car of hay, to settle a claim against the Bucyrus Grain Co. On a contract to ship 10 to 15 cars of hay the Bucyrus Grain Co. shipped a few cars, but found the grading unsatisfactory and shipped no more, as Mr. Smith believed he had a right to, under his contract. In order to get a car of Smith's hay into Cincinnati where he could levy an attachment on it Heile had a brewery buy a car of Smith, and when the car arrived Heile filed an attachment. Anthony and Frank Heile were suspended last year from the Chamber of Commerce for unmercantile conduct.

TOLEDO LETTER.

The Miami Maize Co. held its annual

meeting on the 8th, re-electing the old list of officers and directors.

The weather has been entirely too mild and too wet for good corn trade. Even if there had been plenty of cars to move the grain, the wet weather kept the corn in too moist condition. Successful shelling would have been practically out of the question.

William H. Osborn, formerly a well-known grain man in this city, died Jan. 15th at the residence of his son in Detroit, where he had made his home since retiring from the grain business here about 20 years ago. While in the grain business here, he was associated with Vincent Hamilton and J. D. Cook.

Frederick Mayer narrowly escaped death on the 19th in coming in contact with a live electric wire. He was on his way down town in a street car, when the car was stopped by a tree, which had been blown across the tracks. Mr. Mayer came in contact with the deadly wire. He was rendered semi-conscious, but later recovered sufficiently to be conveyed to his home. The back of his head and his ears were scarred by the current.

The car situation has eased up considerably, and the local grain men feel assured that by the end of the month there will be plenty of cars. A. W. Boardman, secy. of the East Side Iron Eltr. Co., said that there were plenty of cars to be had now. F. O. Paddock, of the Paddock-Hodge Co., stated that the car situation had improved wonderfully. The L. S. & M. S. is furnishing 50 cars a day. If other lines do proportionately as well, it will be only a short time until Toledo dealers will have all the cars they want.—H. D.

OKLAHOMA

Dover, Okla.—J. W. World died recently.

Earlsboro, Okla.—Arnett & Co. have removed and discontinued business.

Guymon, Okla.—The Farmers Union contemplates erecting an eltr. and flour mill.

Roosevelt, Okla.—J. W. Dickson has purchased an interest in the Roosevelt Grain & Eltr. Co.

Lockridge, Okla.—The Cashion & Lockridge Grain Co., of which I am mgr., has succeeded L. B. Sims.—A. Comstock.

In a recent session of the Oklahoma Constitutional Convention it was moved that the alfalfa or lucerne plant be adopted as the floral emblem of the state.

Elk City, Okla.—Charles Tindall, bookkeeper for the C. B. Mosley Grain Co., died recently from blood poisoning resulting from injuries received a few weeks ago.

Geary, Okla.—An outfit styling itself Webb Bros., with no investment except a sheller, has been trying the past few weeks to buy corn to be shoveled directly into cars.—F. Ringleman, mgr. Blaine County Mill & Eltr. Co.

Oklahoma mill and eltr. owners who desire to protect themselves against loss by fire at the lowest cost must watch the work of the new state organizers lest the laws be framed to make it difficult for mutual fire insurance companies to do business in the state.

OKLAHOMA CITY LETTER.

It is generally understood that the Mitchell-Sloan Grain Co. has discontinued its grain business permanently.

Eltrs. over Oklahoma are filled with

grain and thousands of bus. of corn piled on the ground at shipping points awaiting cars for shipment.

The Santa Fe and Rock Island railroads have announced a decided reduction in rates on all grain and grain product shipments from North Oklahoma points to Galveston for export. The reduction of 2c per cwt. to 28½c is a great benefit to shippers where effective, but a higher rate is asked for shipments from points in the south part of the territory, which makes it correspondingly hard on those shippers. The rate is effective Feb. 1. Local distance tariff rates on the Santa Fe will hereafter take same scales as are effective in Kansas.

Examination of Oklahoma City shippers by Attorney General Cromwell to gain evidence to be used in mandamus proceedings against the Rock Island Railroad in case to be called for hearing in Enid, Okla., next month was concluded on Jan. 9. W. E. Campbell, traffic mgr. of the Oklahoma City Mill and Eltr. Co., stated his company did not get more than 50 per cent of the cars needed at any time, and that all shipments were delayed. One instance referred to was the shipment of a car of wheat from El Reno to Oklahoma City, a distance of 28 miles, that was on the road 45 days. P. J. Mullen, mgr. of the Empire Grain Co., testified that the Rock Island road refused to furnish cars for Texas points of destination; that cars were furnished for Eastern points, and that his company could not sell grain at certain points, unless the railroad was pleased to make delivery to those points. He cited one shipment from Garfield County to Oklahoma City which required 31 days to make the trip. D. C. Kolp, Jr., testified the railroad refused him cars to be loaded with grain for Texas points. —O. C. G.

OREGON.

Salem, Ore.—Governor Chamberlain in his annual message to the legislature urged the passage of a bill for reciprocal demurrage.

PENNSYLVANIA.

Walberts, Pa.—Alfred Diefenderfer has built on eltr. near his mill.

Fairchance, Pa.—M. A. McCormick has sold a two-thirds interest in his business to C. E. Roland and E. H. Holstein.

Lancaster, Pa.—John W. Eshleman will erect an eltr. the site for which will be obtained by razing an hotel for which Mr. Eshleman paid \$41,000.

Philadelphia, Pa.—Hay dealers have begun a campaign for the reduction of re-shipment rates thruout the city. The charge for diverting car loads of hay has been raised by the Pennsylvania from \$10 to \$15.

Philadelphia, Pa.—The Pennsylvania Railroad will build a floating eltr. and bring two old grain barges from New York, effecting a considerable improvement in the facilities for the export grain trade.

PHILADELPHIA LETTER.

Twenty nominations have been made for the 6 directors to be elected Jan. 29.

Wheat, corn and oats rule steady to firm, but trade is not particularly active.

At the annual meeting of the Trades League plans were adopted to regenerate the port of Philadelphia as well as the city's commerce and grain trade.

The Commercial Exchange will elect officers Jan. 29, and for Pres., James L.

King; Vice-Pres., Edmund E. Delp; Treas., Samuel C. Woolman, are picked out for the winners. Six directors are to be chosen, with nominations now in order.

The uniform grain grades as established by the congress at Chicago in December were accepted at a large meeting of the grain trade on Jan. 18. It was resolved that the grades be adopted officially by the Philadelphia Commercial Exchange when all of the Atlantic seaboard ports act similarly.

The car famine is the leading thorn in the side of the grain receivers here, and considerable correspondence has been going on of late between the trade organizations and the railroad companies on this important and vexatious subject. A special meeting of the Transportation Company of the Commercial Exchange was just held to take action regarding the increased scarcity of cars on all railroads. Chairman George M. Warner called attention to the means that was adopted by trades bodies in other cities and the following resolution was unanimously adopted: "Resolved, In view of the great and continuous scarcity of empty cars, for shipment of all kinds of freight, this committee appeals to the membership of the Commercial Exchange, and all of our trade bodies, to use extra diligence in promptly unloading all shipments as fast as received. We believe that shippers and receivers can do much to relieve the situation by giving quick dispatch both in loading and unloading."

"It is hoped that other trade organizations will take similar views, and the members act accordingly. Much can be done in this way to assist the railroads in their efforts to supply the needs of the shipping public," says Secy. Logan.—S. E.

SOUTH DAKOTA.

Esmond, S. D.—J. T. Scroggs is in business here.

White Rock, S. D.—Ed Reinhardt has succeeded E. W. Rush & Co.

Lyons, S. D.—John Mundt is in business on the S. D. Cent. Ry.

Wilmot, S. D.—The Independent Eltr. Co. in transacting business here.

Henry, S. D.—The Farmers' Eltr. Co. is a new firm on the C. M. & St. P. Ry.

Wallace (no. P. O.), S. D.—New firms here are the Wallace Grain Co. and McKee & Minthorn.

Irene, S. D.—The South Dakota Eltr. Co. has succeeded D. A. McDonald & Co. on the G. N. Ry.

Hooker, S. D.—The Western Eltr. Co. has been succeeded by Applin & Gunder- sen, on the C. M. & St. P. Ry.

Canova, S. D.—McLaughlin, Ellis & Co. are the successors of the American Grain Co. at Salem, Brandon and this point.

Waubay, S. D.—The Exchange Grain Co. will improve its eltr. in the spring.—W. J. Miller, agt., Exchange Grain Co.

Marion, S. D.—C. W. Thompson and Fred Way have purchased the eltr. of the Hunting Eltr. Co. Mr. Way is now in charge.

Garretson, S. D.—E. A. Brown, of Luverne, Minn., has completed an eltr. with a large flour and feed warehouse in connection.

Florence, S. D.—The Minnesota & Iowa Eltr. Co., the Farmers' Eltr. Co. and Selsmer & McBeth have recently engaged in business here.

Northville, S. D.—The position of mgr.

of the Eagle Roller Mill Co.'s eltr., made vacant by the death of Ezra Martin, will be filled by Paul Lehman.

Salem, S. D.—The Salem Eltr. Co. has been organized with J. W. Gibson as pres., E. H. Wilson, vice-pres. and E. A. Adolph Ericsson secy.

Volga, S. D.—The pioneer eltr. here, erected in 1879, and owned by G. W. Van Dusen & Co., burned Jan. 15. The house contained about 20,000 bus. of grain.

Volga, S. D.—James Christie has bot Wm. Corcoran's roller mill and has completed a 12,000-bu. eltr. in addition to the mill.—Edw. Rogholt, agt., Atlas Eltr. Co.

Kidder, S. D.—C. & F. Kelly, of Britton, have bot of McIntyre-Ingold Co. the eltr. formerly owned by the Acme Grain Co. and call it the Farmers' Eltr.—F. D. Klinck, Farmers' Eltr.

Pierre, S. D.—A reciprocal demurrage bill has been introduced in the legislature. Cars must be furnished in 72 hours under penalty of \$1 per day, and must be moved within 24 hours and forwarded 50 miles per day.

Brentford (no. P. O.), S. D.—The Great Western Eltr. Co., of Minneapolis, Minn., is engaged in business on the M. & St. L. Ry. at this and the following points having no post offices: Randolph, Stratford and Wallace.

Aberdeen, S. D.—The Pacific Eltr. Co. has opened houses here, at Nahon, Brentford, Wetonka and Crocker, all stations on the M. & St. L. Ry. The 3 last named have no post offices. The company is erecting a 30,000-bu. eltr. at Wetonka.

Brentford (no. P. O.), S. D.—The Independent Eltr. Co. is located at this point and Crocker (no. P. O.), both stations on the M. & St. L. Ry. The Security Eltr. Co., of Minneapolis, Minn., is newly located at the latter station.

Randolph (no. P. O.), S. D.—The Hawkeye Eltr. Co., of Minneapolis, Minn., has opened houses here, at Wetonka and at Stratford, at which point the Ferney Farmers' Eltr. Co. is also newly listed. All the above stations are on the M. & St. L. Ry. without post offices.

Avon, S. D.—The Terwilliger & Dwight Co. has been succeeded at Canton, Harrisburg and Marion by Geo. Terwilliger; at Lake Andes, Tripp and this point by H. H. Dwight and at Jefferson by the Farmers' Eltr. Co. The plant of the former company at Fairview has burned. All the points are on the C. M. & St. P. Ry.

Toronto, S. D.—The eltr. of the Farmers' Eltr. Co., containing about 7,000 bus. of grain and 10,000 lbs. of timothy seed, burned Jan. 6, causing a loss estimated at about \$9,000, with \$4,500 insurance. The fire is thought to have been caused by the explosion of dust in the warehouse or the heating of wet oats in one of the bins.

SOUTHEAST.

A reciprocal demurrage bill has been introduced in the Alabama legislature.

Columbia, S. C.—The abolition of bucket-shops is recommended by Governor Martin Ansel.

Montgomery, Ala.—Several bills regulating freight rates have been introduced in the state senate.

Birmingham, Ala.—The Alabama Grain Co. incorporated; capital stock, \$8,000; incorporators, M. P. Engle, Louis Pietz and J. Seligman.

TENNESSEE.

Trenton, Tenn.—J. H. Demet has pur-

chased from Tatem & West the Forked Deer Flour Mills and new eltr.

Nashville, Tenn.—Anderson & Harrison have been out of business since the burning of their house last Feb. I am now with the Southern States Grain Co.—J. A. Harris.

Nashville, Tenn.—The Grain Exchange has leased the Y. M. C. A. gymnasium for a trading floor and after alterations the new quarters will be occupied about Feb. 1.

Nashville, Tenn.—Bills to prohibit the operation of bucket-shops and wire houses have been introduced in the legislature by Mr. Holladay in the senate and Mr. Marr in the house.

Memphis, Tenn.—The H. J. Hasenwinkle Co. has engaged in the grain commission business here under the management of H. J. Hasenwinkle, of the Hasenwinkle Grain Co., of Bloomington, Ill.

Pulaski, Tenn.—A large section of the second floor in Craig & Co.'s warehouse gave way Jan. 4. An investigation afterwards showed a sill 20 ft. long to have been hollowed out by ants until ready to break at the first heavy jar.

Clarksville, Tenn.—The Dunlop Milling Co. has opened its new \$125,000 plant replacing the one burned a year ago. A 110,000-bu. steel eltr. and 100,000-bu. concrete eltr. equipped with up-to-date machinery are connected with the mill.

Memphis, Tenn.—It is expected that grain rates will be adjusted to the satisfaction of both shippers and railroads by Feb. 1. The following committee of grain men to arrange the details of schedules has been appointed: Charles D. Jones, Memphis; J. B. Magee, Cairo, Ill.; G. F. Powell, St. Louis, Mo.; G. M. Bullitt, Henderson; H. Lee Early, Cincinnati, O., and A. Brandeis, Louisville, Ky.

Memphis, Tenn.—The Patton-Hartfield Co. is installing a Hess Ideal Drier, which was shipped in quick time by the Hess Warming & Ventilating Co. The order for the drier was received at 4:30 by mail, and at 4:30 o'clock the next day the drier had been loaded into the car for shipment. Promptness in shipping a drying equipment means a great deal when hot corn is standing waiting for it.

TEXAS.

Luling, Tex.—J. A. Prior will engage in the grain business.

Port Lavaca, Tex.—D. C. Roemer has engaged in the grain business.

San Antonio, Tex.—Lee Patrick, of the F. O. B. Commission Co., recently died.

One of the handsomest calendars of the season comes from the J. T. Stark Grain Co., Plano.

Morgan, Tex.—The Morgan Milling Co.'s mill and eltr. burned Dec. 23. Loss, \$10,000; insurance, \$7,550.

Ft. Worth, Tex.—The R. E. Robey Grain Co., of Oklahoma City, Okla., has recently opened an office at this point.

Fort Worth, Tex.—The inspection department of the Fort Worth Board of Trade handled last year 4,031 cars of grain.

Mansfield, Tex.—The Mansfield Grain & Eltr. Co.; incorporated; capital stock, \$16,000; incorporators, H. Waldo, Dewitt Waldo and Joseph Edwards.

Houston, Tex.—Charles E. Yates, proprietor of the Yates Produce Co. and a pioneer in the grain and commission business here, has sold his good will and business to H. H. Smith.

Krum, Tex.—The large warehouse owned by Keel & Son, of Gainesville, containing 8,000 bus. of oats and 500 bus. of wheat, burned Jan. 13. The loss is partly covered by insurance.

Commissioner Colquitt of the Texas railway commission has advised some of the roads that unless measures are quickly taken to relieve the car shortage in the state he will vote for Commissioner Mayfield's motion to place the roads in the hands of receivers.

Dennison, Tex.—The Knaur-Lindsay Grain Co. will be unable to vacate its old building until the warehouse damaged while being moved to the new site is repaired. Thus checking work on the Missouri, Kansas & Texas Ry.'s new freight depot, which will be erected on the grain company's old site in the R. R.'s yards.

Fort Worth, Tex.—The withdrawal by the railroads of the milling-in-transit privilege from all Texas points on the rate of 17½¢ per 100 pounds between Kansas City and Galveston, has made it impossible for Texas millers to buy wheat at points along the lines north in competition with northern mills. Some Texas millers contemplate bringing suit to establish their rights.

Austin, Tex.—The Court of Civil Appeals of Texas on Jan. 9 reversed its decision in the suit of Mayes against the Houston & Texas Central R. R., following the decision of the Supreme Court of the United States last spring that the reciprocal demurrage section of the Texas law is unconstitutional. The judgment of the court in favor of Mayes for the sum of \$425 as a penalty for not furnishing cars is set aside and the shipper is required to pay the costs of the appeal. The law declared void is Articles 4497 to 4500, Sayles Revised Statutes, providing penalties against a railroad for failure to furnish cars upon application in writing therefor by a shipper. The state has no power to regulate interstate commerce, declares the court.

WASHINGTON.

Wenatchee, Wash.—O. A. North was recently married to Miss Crissie Peterson, of Bellingham.

Hay, Wash.—Several cars loaded with grain were badly wrecked recently on the O. R. & N. Ry.

Elberton, Wash.—The Pacific Grain Co., of Portland, Ore., has purchased the 2 warehouses of the Farmers' Warehouse Co.

Olympia, Wash.—A reciprocal demurrage bill is favored by Governor A. E. Mead in his recent message to the state legislature.

Tacoma, Wash.—The Sperry Flour Co. has purchased the business and the plant of the Tacoma Warehouse & Sperry Milling Co., which will be dissolved.

Spokane, Wash.—The Independent Eltr. & Grain Co. has elected the following officers: Detlof Suksdorf, pres.; M. Patterson, vice pres.; Edward H. Suksdorf, secy-treas., and E. W. Swanson, supr.

Colfax, Wash.—The railroads were again defeated Jan. 11 in the joint wheat case, by Judge Chadwick deciding the railroad commission law constitutional. The question has yet to be decided by Judge Hanford of the federal court.

Pullman, Wash.—The wheat convention closed Jan. 11 to meet here again in January, 1908. R. O. McCroskey, of Garfield, was re-elected pres.; S. C. Armstrong, Colfax, re-elected sec.; J. S.

Klemgard, Pullman, treas.; J. T. Bibb, Tacoma, first vice-pres.; D. A. Scott, Ritzville, second vice-pres. Directors, M. H. Hauser, Pomeroy; R. J. Stephens, Almira; Sam Glasgow, Spokane; J. W. Fry, Davenport, and Professor E. E. Elliott, Pullman.

WISCONSIN.

Milwaukee, Wis.—Memberships in the Chamber of Commerce are selling at \$200.

Littlechute, Wis.—John Peters, former mgr. for Marshall & Hammel, has bot Herman Versteegen's interest in the flour mill operated under his name.

Janesville, Wis.—The New Richmond Roller Mill Co. has leased and taken possession of the Northern Grain Co.'s eltr. George Cawthorne will be mgr.

Superior, Wis.—The appeal from the decision of Judge Sanborn in the suit of the Globe Eltr. Co. against the Wisconsin Grain & Warehouse Commission has been postponed from the February term.

Milwaukee, Wis.—A new grain sampling system for the Chamber of Commerce has been recommended by a committee composed of W. P. Bishop, Walter Stern, Charles F. Glavin and C. W. Schneider. All sales made by the official sampling shall be binding, unless it can be shown that the cars were plugged. Buyers are to have the privilege of demanding a resampling within 24 hours of sale. The proposed amendment to the rules will provide that the ordering of a car by a buyer shall constitute acceptance. Adequate fees for the inspection and sampling shall be fixed by the board of directors, and paid to the Chamber of Commerce by the receiver, excepting when resampled, in which case the fee shall be paid by the party or parties ordering the resampling.

Grading of New Corn.

The receipts of new corn continue below the expectations due principally to the car famine, but in a measure also to the reluctance of country elevator men to entrust their fortunes to the fickleness of the hot corn fiend. Then too many farmers have been deterred by soft ground from gathering their corn.

Of the 3,698 cars of corn received at Chicago from Dec. 30th to Jan. 8th inclusive, 66 per cent graded No. 3 or better which is an improvement of 3 per cent over the grading of the receipts from Dec. 10th to 20th inclusive. Chief Inspector W. S. Cowen reports the receipts during the January period specified were as follows: No. 2 yellow corn, 13 cars; No. 3 yellow corn, 939; No. 4 yellow corn, 392; No. 2 white corn, 1; No. 3 white corn, 195; No. 4 white corn, 176; No. 2 white corn, 7; No. 3 white corn, 1,314; No. 4 white corn, 495; no grade corn, 166.

Chief Inspector V. L. Nigh of Cleveland reports the grading of new corn in that market from Dec. 9th to 20th as follows: No. 3 yellow corn, 135 cars; No. 4 yellow corn, 145; N. G. yellow corn, 76; No. 3 white corn, 6; No. 4 white corn, 4; No. 3 mixed corn, 191; No. 4 mixed corn, 93; N. G. mixed corn, 49.

Homer Chisman, Chief Inspector for Cincinnati reports the receipts of new corn from Dec. 9th to 20th inclusive to have been graded as follows: 29 cars No. 3; 52 cars No. 4; 17 cars no grade.

We acknowledge receipt of a very cordial season's greetings from the editor and staff of the Corn Trade News: "Friends tho' scattered far and wide, meet in thought at Christmas."

Crop Reports

Toronto, Ont.—The estimated yield of crops in Ontario for this year is 13,841,774 bus. or 23.9 bus. per acre fall wheat, 3,267,000 bus. or 19.0 bus. per acre spring wheat, 25,253,011 bus. or 33.4 bus. per acre barley, 103,341,455 bus. or 39.9 bus. per acre oats, 7,353,987 bus. or 18 bus. per acre peas, 950,312 bus. or 18.5 bus. beans, 1,327,582 bus. or 16.6 bus. per acre rye, 1,792,903 bus. or 16.8 bus. per acre buckwheat and corn for husking 23,988,682 bus. or 22.9 bus. per acre; compared with 17,933,961 bus. or 22.5 per acre fall wheat, 3,582,627 bus. or 19 bus. per acre spring wheat, 24,265,594 bus. or 31.4 bus. per acre barley, 105,563,572 bus. or 39.6 bus. per acre oats, 7,100,021 bus. or 19 bus. per acre peas, 846,443 bus. or 16.7 bus. per acre beans, 1,714,951 bus. or 16.9 bus. per acre rye, 2,199,652 bus. or 19.5 bus. per acre buckwheat and corn for husking 20,922,919 bus. or 70.9 bus. per acre for 1905, as reported by the Ontario Department of Agriculture.

Xenia, Ill.—No surplus of grain in this section this season.—R. O. Pierce.

Sandusky, Greensburg P. O., Ill.—Wheat is looking fine. Corn is in bad condition on account of the excessive wet weather.—William A. Williams.

Fort Branch, Ind.—Wheat looks fairly well.—Fort Branch Eltr. Co.

Goshen, Ind.—The weather is warm and springlike with frequent showers, and growing wheat looks nice and green.—Frank E. C. Hawks, pres., Goshen Milling Co.

Aylesworth, Veedersburg P. O., Ind.—Very little grain is in the field and not much moving owing to the soft ground. Corn has made a good yield and is of fair quality.—W. M. Rusk, agt., Jones Bros.

Farragut, Ia.—Not much corn moving. Crop is better than expected and of good quality.—R. Whistler & Sons.

Schleswig, Ia.—Some grain moving, mostly oats which were of good yield and quality. Corn was a large crop but of poor quality, not being dry. Very little is sold here except to feeders.—C. E. Fitz Simons, agt., Trans-Mississippi Grain Co.

Des Moines, Ia.—The estimated acreage of the corn crop based upon the returns of the state census of 1905, is about 9,443,960 acres. Carefully revised estimates of the yield by counties show an average for the state of 41 bus. per acre, and the total output for the state appears to be 388,348,920 bus. This is about 42,000,000 bus. above the highest total credited to the state by the state bureau in any previous year. The average yield of winter wheat was 32 bus. per acre. Total yield, 1,566,050 bus. Average yield per acre of spring wheat was 15 bus., total yield, 5,603,880 bus. Average yield of oats was 34 bus. per acre, total yield, 142,036,580 bus. Rye, average yield, 17½ bus. per acre; total crop, 1,093,160 bus. Barley, average per acre, 26½ bus.; total yield, 14,858,830 bus. Flaxseed, average per acre, 10.7 bus.; total product, 205,280 bus.—John R. Sage, director Iowa Crop and Weather Service.

Gar, Ky.—The grain crops are light, and acreage in grain is small this time.—P. B. Cooper & Sons.

Dycusburg, Ky.—Wheat, while the usual acreage has been sown, is not doing well on account of the abundance of rain and the light freezes preventing sprouting. No spring wheat is being shipped out. Corn, of which about 20 percent is moulded or rotten, is needed for home consumption.—F. B. Dycus & Co.

Glenwood, Minn.—The grain is of very poor quality. Most of it has been sold to a few farmers still hold for higher prices. Lots of snow.—Alfred Cram.

Benton, Richland, P. O., Neb.—Crops in this vicinity very good. Wheat, nearly all No. 2 hard. Corn was damp at first of season but is improving. Oats, heavy yield but somewhat colored.—O. B. Nance, agt., T. B. Hord Grain Co.

West Liberty, O.—Wheat looks fine.—J. L. Mast.

Ansonia, O.—It has been wet and rainy all winter in Darke county and corn is in bad condition. Much of it is in open pens and is so thoroughly soaked that there is chance of loss in handling it.—Howard, Feltman & Rahn.

Toledo, O.—Generally, the growing wheat crop is looking fine, although there

have been a number of reports received that indicate that the crop at a number of points has been considerably damaged by freezing and thawing up to a week ago. Snow now covers the ground generally, and, if the coat remains, it will help to keep the crop from suffering further. Farmers are still inclined to think that wheat will see higher levels, consequently are inclined to hold stocks. Some reports indicate that considerable wheat has been practically ruined by weevil.—H. D.

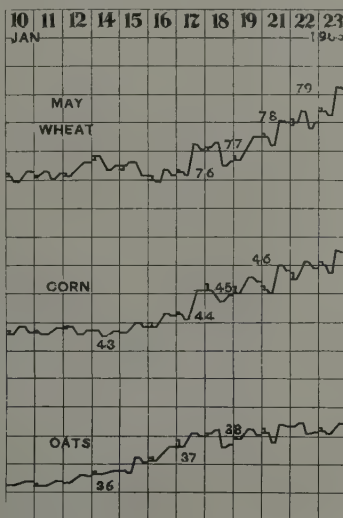
Columbus, O.—While this report shows no percentage estimate of the condition of the growing wheat plant, correspondents generally note its fine condition. During the past month there has been some freezing weather, but during that period there was ample snow protection, hence no damage to the plant. Mild weather, with frequent rainfalls, following the cold spell, washed the snow from the fields, and they now show a fine covering, well rooted, and able to stand the rigors of a severe winter. The condition of corn in the crib is estimated at 96 per cent of an average for the state as a whole. In some sections where the corn was cribbed before properly matured there is some little complaint of mould. Corn standing out in shock shows an estimate of 85 per cent compared with an average. It has suffered much damage by frequent rainfalls. The amount of corn remaining unhusked at this time is very small, the correspondents estimating it at but 12 per cent. of the whole crop. The amount of the crop that will be fed on the farm is estimated at 77 per cent, compared with an average, as reported Jan. 1, by the Ohio Dept. of Agriculture.

Ellensburg, Wash.—The farmers in this vicinity have at least 5 percent of their 1906 crop of grain and hay on hand. Every available place is full and grain piled on the ground awaiting shipment.—H. K. Thomas, Okla.—About 2-3 of the wheat crop is sold and about ½ of the corn crop. Growing wheat, in fine condition.—Agt., Hobart Mill & Eltr. Co.

Fort Worth, Tex.—The green bug is reported to be injuring the wheat. In the affected areas the wheat plant is said to be assuming a yellowish color.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Jan. 24 are given on the charts herewith.



Some dealers are near-sighted. The mixers want a high grade in and a low grade out. They treat buyers as suckers and do not appreciate that a good reputation is the most valuable asset any firm or market can have.—C. A. King & Co.



Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

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DO YOU USE SAMPLE ENVELOPES?

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SECURITY ENVELOPE CO.
MINNEAPOLIS, MINN.

LOSS—While loading, in transit, while unloading, disputes in settlement of claims and in checking contents of cars is prevented when shippers use their own car seal. Get the TYDEN Private Car Seal bearing your name and consecutively numbered, only \$3.50 per 1,000 about 1 cent per car. Each seal self locking. Sample Free.

International Seal & Lock Co.

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Gen'l Sales Agt.

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F. R. MORRIS Grain Driers

and conditioners for all kinds of grain are giving Universal Satisfaction and coming more in demand as the perfect work they are turning out wherever in use demonstrates to all investigators their superior work over all other makes of drying or conditioning damp, damaged or musty grain. Built in any capacity to suit purchasers. For catalog or estimates of cost write

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Chamber Commerce, Milwaukee, Wis.

Gold Bricks of Speculation

By John Hill, Jr.

A 500 page book, copiously illustrated, exposing market prognosticators, bucket shops and get-rich-quick schemes, and their methods of swindling the unsuspecting public. It has received much favorable comment from the press throughout the country and should be read by all who are desirous of avoiding throwing their money into the laps of fakers. Mr. Hill has handled the matter without gloves and gives the names of many of the illegitimate concerns. It enables the reader to distinguish between legitimate speculation and gambling and is worth its price many times over. Price, postpaid, \$2.18.

GRAIN DEALERS JOURNAL

255 LaSalle St.,

Chicago, Ill.

Supreme Court Decisions

Shipping.—A contract of affreightment commences from the loading of the vessel, from which time each party is bound to the other for the full performance of the contract.—*Leonard v. Bosch*, Court of Chancery of New Jersey. 64 Atl. 1001.

Bill of Lading.—In the absence of a convincing testimony establishing mistake, the recital of a Bill of Lading showing that the carrier received a car for shipment on the specified day must control.—*Illinois Cent. R. Co. v. Nelson*, Court of Appeals of Kentucky. 97 S. W. 757.

Where a policy of insurance made loss if any, to be paid to holder of mortgage note, and there were two notes, the proceeds of the policy should be divided in proportion to the respective claims of the mortgagees.—*Fidelity & Deposit Co. of Maryland v. Johnston*, Supreme Court of Louisiana. 42 South. 357.

Loss of Freight.—Where a carrier failed to deliver freight which had been damaged while in its possession by an act of God, the damages were the value of the freight in its damaged condition.—*Starr-Hannett & Edmiston Co. v. Missouri, Kansas & T. Ry. Co.* Kansas City Court of Appeals, Missouri. 97 S. W. 959.

Telegram Company.—The penalty for failure to transmit a telegram is recoverable though the message was delivered orally, and taken down in writing by the company's agent outside its office, he having then filed it in the office.—*Western U. Tel. Co. v. Sanders*, Appellate Court of Indiana. 79 N. E. Rep. 406.

The Negligence of Telegram Company will be presumed from a week's delay in delivering a message, the presumption may be rebutted, and it is not necessary that the rebutting evidence preponderate, the burden being upon the plaintiff to show negligence.—*Shepard v. Western Union Telegram Co.* Supreme Court of North Carolina. 55 S. E. 704.

Demurrage to Boat.—A boat owner is not entitled to demurrage for the time during which he refused to continue unloading because of the pendency of negotiations for security for the freight, where he might have discharged, and preserved his lien on the cargo by refusing to deliver.—*Murray v. Geo. W. Jump Co.* District Court, S. D. New York. 148 Fed. 123.

Mutual Insurance.—Laws 1903, p. 150, c. 97, regulating mutual fire insurance companies, provides, section 12, that any company or association organized or operating under such act, shall be exempt from all other insurance laws of the state. Held, that a company so operating was exempt from the application of the "valued policy" statute.—*Davis v. Pioneer Mut. Ins. Ass'n*, Supreme Court of Washington. 87 Pac. 823.

Partnership in Speculation.—Where plaintiff and another were partners in a joint adventure for the purchase and sale of cotton on margins, and plaintiff admitted that he received a portion of the profits, his remedy to recover the balance was a suit in equity for an accounting, and not an action at law.—*Jones v. Walker*, Supreme Court of New York, Appellate Term. 101 N. Y. Supp. 22.

Value of Commission Business.—Where plaintiff went into the employ of a firm surrendering a commission business producing a net profit of \$3,500 annually, on an agreement of the firm that it would furnish him as good a commission business on the termination of his employment, which it failed to do, an award of \$3,500 for such failure was sufficiently favorable to plaintiff.—*Smith v. Smith*, Supreme Court of New York, Appellate Division. 101 N. Y. Supp. 521.

Growing Crops.—A deed of trust conveying the entire crops grown and to be grown during a certain year on the lands described in the deed, and covenanting that the crops were free from all incumbrances and charges, and that the grantor would warrant and defend the title thereto against the lawful claims of all persons, included crops grown on the premises by tenants and share croppers of the grantor.—*Delta Cotton Co. v. Arkansas Cotton Oil Co.* Supreme Court of Arkansas. 97 S. W. 440.

Personal Injury.—Intestate was killed while in defendant's employ by the bursting of a pulley not subjected to any great strain. The bursting of a pulley under similar circumstances was shown to be a very rare occurrence, and witnesses of many years' experience testified that they had never heard of such an event. Held, that defendant was not guilty of negligence in failing to inspect the pulley in order to determine its safety oftener than once in three months.—*Clark v. Goldie*, Supreme Court of Michigan. 109 N. W. 1044.

A common carrier and a shipper may, in the absence of fraud, imposition, or deception, enter into a valid and enforceable special agreement requiring the shipper, in case of loss or damage, to make a verified claim for damages in writing, within a specified time, and, in default thereof, that the carrier shall not be liable, provided that the period of time within which such claim shall be made is, under all the circumstances of each case, a reasonable one.—*Pennsylvania Co. v. Shearer*, Supreme Court of Ohio. 79 N. E. 431.

Conversion by Commission Merchant.—An information alleging that accused was the president of a corporation engaged in the business of selling on commission, that as president he received goods from a consignor consigned to the corporation for sale on commission, and that he as president sold such goods on a margin, failed to pay over the proceeds, sufficiently states the offense denounced by Rev. St. 1899, sec. 1943, punishing a person selling on commission who fails to account for the proceeds thereof.—*State v. Teasdale*, St. Louis Court of Appeals, Missouri. 97 S. W. 995.

Broker and Customer.—Where a broker buys stock for a customer on a margin, the title to such stock is in the customer, and not in the broker, who holds the same merely as pledgee to secure the advances made by him in the purchase. Hence the customer is not a creditor of the broker with respect to the transaction within the meaning of Bankr. Act July 1, 1893, c. 541, Sec. 1, subd. 9, 20 State 544 (U. S. Comp. St. 1901, p. 3419), and the transfer of the stock to the customer on settlement of his account cannot be considered the giving of a preference by the broker on his bankruptcy within four months thereafter.—*Richardson v. Shaw*, Circuit Court of Appeals, Second Circuit. 147 Fed. 659.

Car Interchange.—Const. Sec. 213, requires all railroads to transfer, deliver, and switch empty or loaded cars coming to or going from any railroad with equal promptness and dispatch, and without discrimination, and to deliver transfer, and transport all freight from and to any point where there is a physical connection between the tracks of such carrier and those of a connecting carrier. Held, that the performance of the duties imposed by such section did not deprive the carrier of his property without due process of law, though the performance thereof put the carrier to an increased expense and necessitated its parting with the possession and control of its cars for a reasonable time, while they were in possession of a connecting rival carrier.—*Louisville & N. R. Co. v. Central Stockyards Co.* Court of Appeals of Kentucky. 97 S. W. 778.

Signing Bill of Lading.—After the loading of a shipment one of the shippers, knowing a written contract would be required, went to the office and signed one without reading it, and without knowing that it contained a clause limiting the company's liability to damages occurring on its own road. The shippers took a copy of the contract with them, did not ask for time to read it before signing, and it could not appear that they had done so. The claim would not have been held for such purpose. Held, that their failure to read the contract was their own fault, and not chargeable to duress.—*Houston & T. C. R. Co. v. Smith*, Court of Civil Appeals of Texas. 97 S. W. 836.

A consignee of certain fruit after selling the same, drew a draft, attached to an order on the carrier for delivery thereof, which draft was discounted by a bank. The purchaser having refused the fruit on arrival, the consignee's agent sold the fruit to another, who agreed to pay the draft, but did not do so until an attachment was levied on the fruit as the property of the consignee. Held, that, though the consignee's agent had no authority to sell the fruit after discounting the draft, the acceptance by the bank of payment of the draft from the second purchaser transferred to him all the bank's rights to the property.—*Seward v. Miller & Higdon*, Supreme Court of Appeals of Virginia. 55 S. E. 631.

Sale by Broker.—Plaintiff, a broker operating on the New York Stock Exchange, purchased certain stock for a customer, which he carried on margin. Subsequently the customer, by a fraudulent scheme, induced defendant, another broker, to buy such stock, which was worthless, for a wholly irresponsible customer, and after the sale, without waiting to receive from defendant the amount which he had promised to pay, plaintiff paid his customer the amount due him over plaintiff's advances. Held, that, owing to the fraud of his customer, plaintiff was not entitled to recover from defendant any amount in excess of plaintiff's interest as pledgee.—*Leo. v. McCormack*, Court of Appeals of New York. 78 N. E. 1096.

Unloading Grain Constitutes Acceptance.

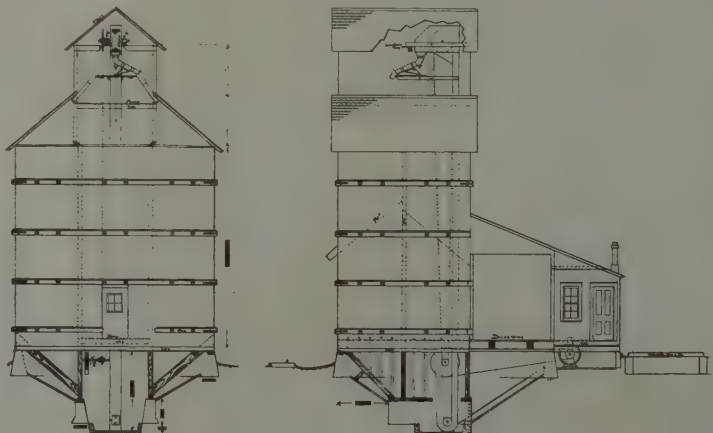
The Arbitration Comite of the Millers Nat'l Federation recently rendered the following decision:

Purchase of grain by milling company from an elevator company, wherein deliveries on contract were claimed to be not up to sample, but prior to the presentation of claim by the miller the wheat was unloaded, and, so far as the exhibits in the case show, used or being used before the claim was presented.

Affidavits were presented by the milling company establishing that the wheat was not up to contract.

Affidavits were also furnished by the elevator company to show that it was fully up to contract.

Simply a case of one affidavit against the other.



Elevation of 7,500-Bu. Nebraska Elevator.

Decision was rendered as follows:

Buyer has the vested right to reject or refuse to accept grain not up to contract.

Unloading constitutes acceptance and sacrifices buyer's legal rights to adjustment.

We find against the buyer.

W. E. CASTLE,

H. M. ALLEN,

WALTER STERN,

DWIGHT M. BALDWIN, JR.,

B. WARKENTIN,

Comite.

7,500-Bushel Nebraska Elevator.

Country elevator men are building better and better elevators even at points where only small houses are needed. Experience has taught them that the cheapest elevator is the most expensive in the long run, hence the tendency to put up good houses.

Illustrated herewith is an elevator designed for economy of space, operation and maintenance. It has been erected at several stations for T. M. Brennan of Hastings, Nebr. It is 20x24 ft., including the driveway and 24 ft. to the square, its six hoppers giving storage capacity for 7,500 bus. Its foundation is of concrete and all earth under it is paved with 4-inches of concrete. The building is of stud construction covered with ship lap and lap siding. The girts are 4x6" and the ends of girts at corners are join-

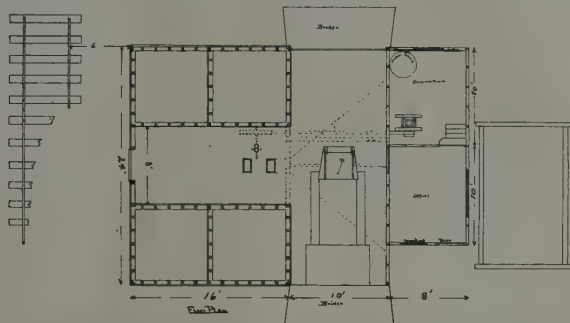
ed with heavy strap iron with 2 bolts in each girt. The house has four tiers of rods, 2 rods each way to each tier, all rods being 3/4" in diameter, and 4" washers being used at each end.

The work floor is so arranged that separator and hopper scale can be installed when desired. The wagon dump is provided with a switch valve so that two kinds of grain can be received and diverted to either of the two sinks. One stand of elevators is equipped with 6x11 buckets and has an elevating capacity of 1,000 bus. per hour.

The office and engine room adjoining the driveway, contains a 4-H. P. Fairbanks-Morse gasoline engine. The house is so compact and convenient that it can be easily operated by one man. It was designed and erected by G. H. Birchard.

Austria is suffering from a car famine. The miserable transportation facilities on the coal lines threatens to deprive Vienna of fuel. And this, too, in a country where the railroads are controlled by the government.

Co-operative stores in the U. S. are almost a total failure, says J. D. Beck, labor commissioner of Wisconsin, in a recent report. The two prevailing causes of the failures are said to be collapse of the labor and farm movements which gave them birth, and lack of business knowledge.



Floor Plan 7,500-Bu. Nebraska Elevator.



T. M. Brennan's 7,500-bu. Elevator.

Liability, Accident & Credit INSURANCE

London Guarantee and Accident Co. Limited

Head Office, Chicago, Ill.

DEAR BROTHER GRAIN DEALER:—

You are doubtless like a great many others who are losing considerable money by reason of leakage of grain in transit. You can curb this loss by using KENNEDY'S CARLINER which costs you only \$1.30 per car and saves you many times its cost. More information cheerfully furnished if desired.

Yours truly,

FRED W. KENNEDY,
Shelbyville, Ind.

Kanawha Fuel Company

CABIN CREEK SPLINT

The best Coal for Dealers to handle.

MILWAUKEE, WIS.

COAL

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Dealers

IS OUR SPECIALTY

Genuine Plymouth
Mt. Pelee 4-inch lump
Ideal Brazil Block
Silver Leaf Hocking
Smokeless, "any size"

ORDERS FILLED PROMPTLY
WRITE US

Ohio & Michigan
Coal Co.

MAIN OFFICE

DETROIT, MICHIGAN

Grain Carriers

The reduced grain rates from St. Louis to Toledo will be withdrawn Feb. 1 by the Clover Leaf.

Construction of the Texas Northern is soon to begin for 38 miles between Dallas and Egan, Tex.

The import rate on brewers' rice, car loads, was raised Jan. 1 from 15 to 18c, between New York and Chicago.

The Central Traffic Association has decided to give a 6-months' milling in transit privilege instead of 90 days.

A commission to draft laws for the federal control of financial operations of railroads is proposed at Washington.

Reciprocal demurrage will be obtained by the passage of Madden's bill, No. 23,558. Every shipper should work to have this bill enacted.

Grading of the Wisconsin & Northern will be continued thru the winter. Construction has been started from Shawano, Wis., northward.

"We talked until midnight, but nothing was done," said A. Brandeis, of Louisville, after his return from the grain rate conference at Memphis, Tenn., Jan. 5.

The Montreal Corn Exchange has petitioned the Dominion government to enlarge the Welland Canal to permit the passage of steamers of Sault Canal size.

We may be prevented from completing our extension to the coast by the spring of 1909, by the dearth of labor, says Pres. A. J. Earling of the C., M. & St. P. R. R.

Complaint against unjust reconignment charges on hay at East St. Louis, Ill., has been made to the Interstate Commerce Commission by the Bartlett Commission Co.

A grain special train has been inaugurated between St. Louis and Chicago and Florida by the Nashville, Chattanooga & St. Louis, the Central of Georgia and the Atlantic Coast Line.

Rates on grain and grain products shipped from Oklahoma points south of Arkansas City to Galveston for export have been reduced by the Santa Fe 2 cents, effective Feb. 1.

Evidence that shippers paid trainmen to give them cars was presented before Interstate Commerce Commissioner Lane at Seattle, Wash., Jan. 22. Lumbermen have been paying \$5 to \$10 per car.

The river grain traffic in the vicinity of Peoria, Ill., is passing into the control of a Chicago firm which has bot several boats, on Jan. 11 buying the City of Henry, a grain boat owned by Fred Hawley.

The proposition to reconstruct the old system of canals in Pennsylvania is opposed by Isaac B. Brown, secy. of internal affairs, on the ground that the canals are not needed for the convenience of shippers.

A message approving ship subsidy was sent to Congress Jan. 23 by Pres. Roosevelt, who said: State aid to steamship lines is as much a part of the commercial system of to-day as state employment of consuls to promote business. Our commercial competitors in Europe pay in the aggregate some \$25,000,000 a year to their steamship lines—Great Britain paying nearly \$7,000,000. Japan pays between \$3,000,000 and \$4,000,000. By the

proposed legislation the United States will pay relatively less than any one of our competitors pay.

Orders for the building of 8,500 cars at its Milwaukee shops have been given by the Chicago, Milwaukee & St. Paul Ry. The Missouri Pacific has ordered 4,500 cars, and the Erie will buy 3,000 box cars.

The Interstate Commerce Commission is divided in its opinion on reciprocal demurrage; but it is expected to recommend that both railroads and shippers be penalized for delay in unloading and in furnishing cars.

A car efficiency bureau was formed recently at Chicago by the officials of eight lines, to be managed by an executive committee with Arthur Hale, general superintendent of transportation of the Baltimore & Ohio, as chairman.

The National Hay Ass'n has not yet filed complaint against the railroads asking for restoration of hay to sixth class; but the transportation committee has it under advisement and probably will file a complaint soon.—P. E. Goodrich, Secy., Winchester, Ind.

A freight car pool has been formed by railroads owning one-third of the cars in the United States. The roads in the agreement are Rock Island, Frisco, Chicago & Eastern Illinois, Alton, Illinois Central, Chicago, Milwaukee & St. Paul, Baltimore & Ohio, Erie, Harriman lines, Pennsylvania and Santa Fe.

Appropriations for the improvement of rivers and harbors as reported by the House committee aggregate nearly \$73,000,000. For another lock at the Sault Canal the expenditure of \$12,000,000 is authorized; for Boston harbor, \$4,400,000, and for the Mississippi river between Cairo and St. Louis, \$2,400,000.

The testimony before the Interstate Commerce Commission at the hearing on car shortage, which showed the remarkably low average speed which obtains in freight service, was, perhaps, a revelation to some railroad men, and it is probable that there are very few who do not believe that some improvement can be made on such practice.—Railway Age.

Suits to revoke the licenses and charters of the Kansas-Missouri Elevator Co., and to dissolve the holding of stock in the Wabash and the Iron Mountain Rys. have been begun by Attorney-General Hadley of Missouri in the Missouri State Supreme Court at Jefferson, Mo. It is alleged the persons and interests in control have conspired to prevent competition.

One of the greatest evils of our times is the railroad rebate, giving one shipper an advantage over another. While rebates on interstate shipments must be covered by federal law, there should be a stringent state law on this subject, and I recommend the enactment of a statute providing proper penalties for railroad corporations or the directors, employees or agents of any railroad giving rebates on shipments within this state.—Governor Folk of Missouri.

The Northern Pacific has 8,000 cars more in service than it owns. That road has 15,000 cars of other roads, while the other lines have only 7,000 Northern Pacific cars. This road is one of those giving poor service to shippers; it is also one of the four roads in the whole country that keep their operating expenses down to about 50 per cent of their receipts. The purchase of sufficient equipment would increase the expense a few per cent and thus cut down the exorbitant

dividends. The Hill roads prefer to divert the income to stockholders' pockets, while the farmers' grain rots on the ground for want of cars.

Shippers who strike while the iron is hot by giving their support now to Congressman Madden's reciprocal demurrage bill will hasten the day of deliverance from the car shortage. Write or wire your representatives in Congress urging them, in the interest of the entire country, to push the Madden bill, known as house bill No. 23,558. Do it now.

Work on the new Erie 1,000-ton barge canal seems to be progressing well, and the cost of the work so far is less than the estimates. Canal boatmen report that there will be a large fleet of grain boats in next season from the Northern canal, attracted by the good freights of last season, so the canal, even as it is, will be a large factor in the trade. It often carried more grain out of Buffalo, N. Y., than all of the roads last fall.—J. C.

President Roosevelt held a conference Jan. 17 with four delegates from the recent reciprocal demurrage convention at Chicago and Interstate Commerce Commissioners Knapp, Clements, Harlan and Clark, and expressed his willingness to help obtain remedial legislation along certain lines, such as giving the Interstate Commerce Commission power to regulate car distribution. The car famine had been discussed with the president on Jan. 15 by E. M. Wayne, pres. of the Illinois Grain Dealers Ass'n, W. S. Bogle and C. J. Millard, who on the following day appeared before the Interstate Commission to urge a legal remedy.

Rebates in the guise of reciprocal demurrage payments will be the effect of a national reciprocal demurrage law, argue those opposed to the enactment of the proposed Madden bill. It is alleged that large shippers will take advantage of the unpreparedness of the railroad to order a larger number of cars than can be furnished; and that the railroad officials, being privately informed that cars are not desired, will permit demurrage to accrue for the benefit of the favored shipper. Why have rebates not been paid in the form of reciprocal demurrage in states having reciprocal demurrage laws in force? Such claims are groundless.

Exports of Glucose Corn Oil and Cake.

Glucose amounting to 170,035,871 lbs. was exported during the 11 months prior to Dec. 1, 1906; against 162,329,796 lbs. during the corresponding months of 1905.

Corn oil amounting to 3,497,085 galls. was exported during the 11 months prior to Dec. 1; against 3,009,943 galls. for the corresponding period of 1905.

Corn oil cake amounting to 49,672,335 lbs. was exported during the 11 months prior to Dec. 1; against 40,419,547 lbs. exported during the corresponding period of 1905, as reported by O. P. Austin, chief of the Bureau of Statistics.

Keep your gas engine clean. If it is pounding do not begin turning and twisting the first bolt you get hold of. Pounding in a gas engine is not usually akin to that in a steam engine. There may be a lack of cylinder lubrication, weak batteries, poor circulation of water in the jacket or improperly fitted fly wheel keys. Each trouble suggests its own remedy. A little less tinkering and a little more practical thinking will make the gas engine a better servant.

Feeds Under National Food Act.

The food and drugs act approved June 30 and effective Jan. 1, 1907, includes by the terms of Section 6 "all articles used for food, drug, confectionery or condiment by man or other animals," thus covering all kinds of feed.

A. L. Goetzmann, secy. of the Millers Nat'l Federation, on Jan. 15, issued the following bulletin containing the rules and regulations for the enforcement of the law as promulgated by the Pure Food Commission, as these rules affect feeds:

FEEDING STUFFS.—The abstract of the law and rules and regulations for the enforcement of the Food and Drugs Act are equally applicable to feeds with the addition of the following rulings as regards the label:

1. It is prohibited to sell or offer for sale a food or drug product bearing no label upon the package or no descriptive matter whatever connected with it, either by design, device or otherwise, if said product be an imitation of or offered for sale under the name of another article.

2. A compound shall be deemed misbranded if the label be incomplete as to the names of the required ingredients. A simple product does not require any further statement than the name or distinctive name thereof, except as provided in Regulations 19 (a) and 28 (No. 28 applies to drugs only).

3. (Regulation No. 19 A.) A simple or unmixed food or drug product not bearing a distinctive name shall be designated by its common name in the English language, or, if a drug, by any name recognized in the United States Pharmacopoeia or National Formulary. No further description of its components or qualities is required, except as to content of alcohol, morphine, etc.

4. When an article is made up of refuse materials, fragments or trimmings, the use of the name of the substance from which they are derived, unless accompanied by a statement to that effect, shall be deemed a misbranding. Packages of such materials may be labeled "pieces," "stems," "trimmings," or with some similar appellation.

INTERPRETATION.—The regulations above given mean that any simple food requires that the only necessary statement on the label shall be the name of the articles in the English language; Ex.: "Bran," "Middlings," "Ship-stuff," "Shorts," "Chops," "Buckwheat Feed" or "Rye Feed."

Mixed feeds must show the ingredients but the percentages of such ingredients are not necessary. Such feeds must be labeled as mixed feeds, and not named after a single constituent.

Owing to the difficulties attendant upon printing information required by this law on jute bags for different feeds and to the many state requirements as to tagging, a ruling was secured through this office from Dr. Wiley, under date of December 31, reading as follows:

"I see no objection to making the tag on a bag of cattle feed the principal label. The Food and Drugs Act has jurisdiction over foods of this nature as well as over human foods."

Thus allowing that the requirements as to principal label may appear on a tag which may be securely attached to the package containing feed. Under this ruling, which explains other certain ambiguous parts of the rules and regulations, it is our opinion you are authorized to use a tag showing the requirements of the principal label on flour as well as on feeds.

The branding or tagging or screenings—mill and elevator—may properly come under the ruling as to waste materials, Par. 4. Under this ruling such screenings should be branded simply screenings.

BULK SALES.—We find nothing in the law preventing bulk shipments of feed as they have been heretofore made. The requirements in a case of this sort are that the feed be billed as showing its constituents. That is to say, a mixed feed should be billed as such and show that it is a mixture of, we will say, "Wheat-Corn-Oats," and a simple feed billed simply as "Bran," "Chops," "Ship-stuff," etc.

This law absolutely prohibits the adulteration of feeds. Prosecution for adulteration where product is intended for interstate shipment shall be brought in the federal courts, thus placing us in a position to enforce pure feeds.

A Deep Claim Bureau Study.

Any grain dealer who has ever attempted to run a Claim Bureau for an association must have deep sympathy for "Uncle Joe" McCord, Sec'y. and Treas. of the Ohio Grain Dealers Ass'n. and



The Ohio Ass'n's Claim Bureau in Action.

Secretary of the Ohio Shippers Ass'n., who for some time past has been striving to help the shippers who have experienced difficulty in collecting their claims against carriers.

Generally it requires months for the Claim Agents to even acknowledge receipt of the claim, but Mr. McCord has finally induced them to reduce the intermission between letters to 30 days, as will be seen by the following discouraging evidences of procrastination.

Claim No. 747692—F X—
Our general manager is inclined to recognize the justice of your claim and will probably authorize voucher promptly; as a matter of "Policy Payment."

John Knockout, F. C. A.,
Slow Dispatch Transportation Line.
Waylay Junction, Oct. 30, '06.

Claim No. 747692—F X—
Declined; no liability exists on part of this line.

John Knockout, F. C. A.,
Slow Dispatch Transportation Line.
Waylay Junction, Nov. 30th, 1906.

Iowa claims to be the pop corn center of the universe, with Sac and Calhoun counties as the center of the industry. The state produced about six hundred car loads of pop corn this year.



The Minster Machine Company, Minster, Ohio

Mfrs. of the Minster Friction Clutch Pulley Friction Car Off Couplings, Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc. can be attached. Catalog and prices on application.

Fumigate your Elevators and Mills with

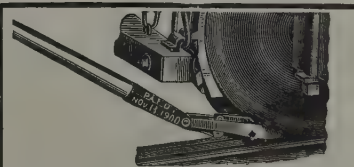
FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR,
Manufacturing Chemist Penn Yan, N.Y.



THE ATLAS CAR-MOVER

Manufactured exclusively by

The Appleton Car-Mover Co.
Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supercedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

When in Trouble

Or when you need an investigation or settlement made, write me or call up Long Distance Phone Harrison 5022.

Misunderstandings arise wherein EXPERT ADVICE AND ADJUSTMENT is invaluable.

I am equipped to serve you promptly and intelligently.

The Chicago Daily News, March 22, 1906, said:

"Mr. Hill has had a long experience in adjusting complicated cases for the Board of Trade, and this, together with his comprehensive knowledge of the rules, customs and working principles of the various leading trading organizations, qualifies him to render expert advice and supply information of great value."

JOHN HILL, JR.

MEMBER CHICAGO
BOARD OF TRADE

Board of Trade Building, Chicago

Long Distance Phone Harrison 5022

Consulting and Auditing Expert
Grain, Stocks, Cotton, Investments.

Patents Granted

Gas-Engine Starter. No. 841,149. George C. Hicks, Jr., Connerville, Ind.

Cooling Explosive-Engines. No. 841,312. Alton Cornell and J. Schwartz, Detroit, Mich.

Cross-Head Pin for Explosion Engines. No. 841,395. Edward R. Hewitt, New York, N. Y.

Sparkign-Plug for Explosion Engines. No. 841,566. Israel C. Orswell, Amesbury, Mass., assignor to Orswell Igniter Co., Boston, Mass.

Grain Sampler for Grain Bins. No. 840,943. Perry M. Ingold, Minneapolis, Minn. This invention is illustrated in another column of the Journal.

Slidable Hinge-Hanger for Grain Doors. No. 841,428. (See cut.) Kistel Ostel, St. Paul, Minn. The door has hinged connection to slides embracing flat vertical guides secured along the sides of the door frame.

Tripper or Deliverer for Belt Conveyors. No. 840,585. (See cut.) Arthur B. Proal, Jr., New York, N. Y. A pair of shiftable bend pulleys are carried by a rocking frame mounted on the fixed axis of a third bend pulley, the shiftable pulleys thus operating each at one time only.

Support for Conveyor Belts. No. 841,096. (See cut.) Charles Rouse, Pittsburgh, Pa. The central of the three rollers is made in sections free to rotate independently, their surfaces forming a connecting link between the curvature of the central roller and the angularly arranged outer rollers.

Tripper or Deliverer for Belt Conveyors. No. 841,558. (See cut.) Edwin H. Messiter, New York, N. Y. Movement is imparted to the tripper by a belt-driven traction wheel engaging a track, and the direction of movement of the tripper is reversed by moving the traction wheel out of engagement with the track and applying a brake thereto.

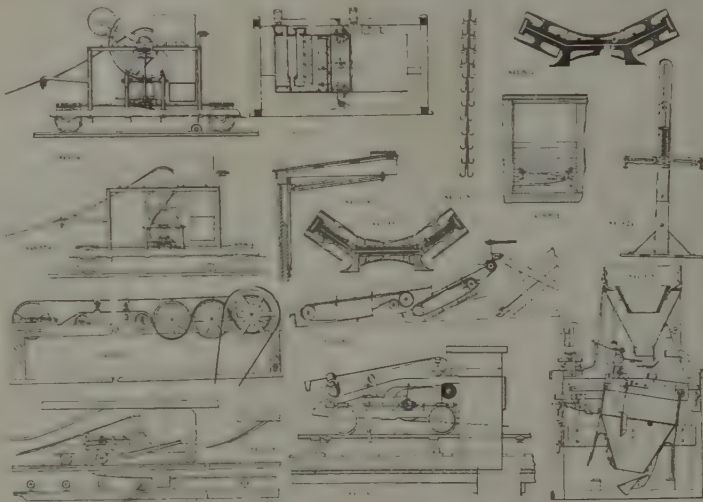
Conveyor. No. 840,720. (See cut.) Freeman R. Willson, Jr., Worthington, O., assignor to Joseph A. Jeffrey, Columbus, O. The driving pulleys are geared together to have their peripheries travel at the same speed, the endless belt being carried over and under. An idle guide pulley is arranged adjacent to the innermost drive pulley.

Seed-Corn Rack and Germinator. No. 841,128. (See cut.) Charles A. Dewey, Rockwell City, Ia. The rack is composed of horizontal bars crossed by rigidly connected vertical bars, some of which extend beyond the horizontal bars and are provided with hooks on their ends. Hooks are mounted on opposite sides of the horizontal bars and have containers depending therefrom.

Machine for Bolting Flour and Grading Grain. No. 841,585. (See cut.) Heinrich Seck, Dresden, Germany. A yieldingly suspended chamber has laterally arranged, trough-shaped feed passages and vertically perforated walls and deflectors in the bottom of the feed passages to distribute the material when the passages are transversely oscillated. Some of the deflectors are mounted to contact with the sieve wall connectors, whereby the walls are shaken and freed from the material.

Bag-Holder. No. 841,621. (See cut.) John A. Campbell, Bower Mills, Mo. The L-shaped bag-supporting arms are supported on the bottom flange of a cross bar adjustable on a standard, the bar yielding downward on a spring. The supporting base of the standard consists of a metal bar bent to form a forwardly extending loop upon which the bottom of the bag is adapted to rest.

Tripper or Deliverer for Conveying Apparatus. No. 840,587. (See cut.) Thomas Robins, Jr., New York, N. Y. A storage receptacle for material supplied to the tripper forms part of the tripper and is capable of movement with the tripper. Automatic means are provided for discharging material from the receptacle at predetermined points while the tripper and storage receptacle are in motion.



Grain Car Door. No. 840,751. (See cut.) Roy N. Cook and Hillmann H. Harvey, Chicago, Ill. In the main door is a supplemental door comprising two sections hinged together at their meeting ends to permit swinging outward sufficiently at the middle to retract the ends of the door from keepers. Two-way hinges upon which the door is mounted permit it to swing both horizontally and vertically.

Tripper or Deliverer for Belt Conveyors. No. 840,579. (See cut.) Baxter Morton, Chicago, Ill. Movement is imparted to the traction members from a shiftable bend pulley by means of power transmitting mechanism consisting of a pinion rigidly connected with the bend pulley and a pinion turning about a fixed axis and adapted for engagement with the other pinion when the lower bend pulley is in operative position.

Conveying Apparatus. No. 841,085. (See cut.) John H. Gilman, Ottawa, Ill., assignor to King & Hamilton Co., Ottawa, Ill. A tension roller engages the belt beneath the trough bottom to hold it in engagement with the periphery of the driving belt wheel. The shaft of the tension roller has bearings in castings having elongated apertures in which the bearings slide and U-shaped recesses containing helically coiled expanding springs.

Support for Conveyor Belts. No. 841,053. (See cut.) Charles Rouse, Pittsburgh, Pa. The support comprises two brackets, a journal connecting the brackets and one secured to the opposite side of each bracket and projecting outwardly, a roller

provided with a concaved surface with circumferential grooves mounted upon the connecting-journal and two rollers one each, mounted upon the outwardly-projecting journals in such position that their surfaces conform to the natural curvature of the belt.

Automatic Weigher. No. 841,038. (See cut.) Angus McLeod and John McLeod, Marietta, Kan. A fixed hopper discharges thru a regulating valve into a tilting weighing hopper. When the hopper swings to its normal position the valve is retracted by latch mechanism connecting with the weighing hopper, which is pivoted eccentrically on a hanging support in combination with weighing levers and a weighing beam. The weighing hopper has a bottom closure consisting of a plate hinged at one side and

provided with an arm inclined downward from the hinged side of the valve, and a support on which it is adapted to slide, comprising a hanger pendent from the hopper support and a shaft and roller. Upon receiving a load and tilting backward the inclined arm slides forward on its support and thus allows the valve to open for discharging.

Imports and Exports of Hay.

Imports of hay for the 10 months prior to Nov. 1 have been 60,090 tons; against 32,063 tons for the corresponding months of 1905.

Exports of hay for the 10 months ending Nov. 1 have been 56,958 tons; against 58,587 tons for the corresponding period of 1905 as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of Breadstuffs.

Our exports of breadstuffs for 1906 included 62,848,437 bus. of wheat, 102,168,235 bus. of corn, 25,480,162 bus. of oats, 1,072,251 bus. of rye, 14,358,218 bus. of barley and 14,261,115 bbls. of wheat flour; compared with 20,555,817 bus. of wheat, 110,928,065 bus. of corn, 28,641,663 bus. of oats 470,230 bus. of rye, 13,363,921 bus. of barley and 11,281,379 bbls. of wheat flour for 1905. The total value of breadstuffs exported was \$180,462,232, against \$146,107,883 for the preceding year, as reported by O. P. Austin, chief of the Bureau of Statistics.

December exports of oats and corn fall far short of the exports in December a year ago.

Supply Trade

The N. P. Bowsher Co. has established an agency at Dallas, Tex.

The Du Bois Iron Works has bot the Lazier gas engine and will manufacture it in the future.

The Younglove Construction Co. are favoring grain dealers with an artistic wall calendar.

McCord & Kelley are sending their friends and customers dainty cards bearing the picture of a child.

A business can be no stronger than the men who run it, though it may be weaker, when men individually able, work out of harmony with each other.

The Mahew & Coyle Mfg. Co. incorporated with a capital of \$15,000 to build mills. Incorporators, John W. Mahew, Thomas M. Coyle and F. P. Lawrence.

At a meeting of the manufacturers of portable grain dumps and elevators held at Peoria recently it was decided to make a very marked advance in the prices during the coming year owing to the increased prices of raw material.

The Hess Warming & Ventilating Co. reports that many inquiries are being received for grain driers, and that as soon as the backbone of winter is over the grain shippers will be eager to install driers, as there is a great deal of soft corn to come out.

The value of an article does not depend entirely upon what it costs to make and distribute. It depends largely upon what the people need, or think they need. Advertising by awakening interest and creating desire, offers you the opportunity to put your own price on your product.—Mahin Messenger.

Late shipments of Radial Car Puller Sheaves have been made by Fred Friedline to Oklahoma City Mill & Elevator Co., Oklahoma City, Okla.; Central Elevator Co., Memphis, Tenn.; Capital Grain & Elevator Co., Oklahoma City, Okla.; T. H. Bunch Elevator Co., Little Rock, Ark.; the Patton-Hartfield Co., Memphis, Tenn.; Carrington, Patten & Co., Kansas City, Mo.; J. W. McCardle, Indianapolis, Ind., and Babcock & Hopkins, Rensselaer, Ind.

A contract employing an agent for the sale of the employer's machinery stipulated that commission on machinery sales should be payable as the notes, securities, or other proceeds of sale were paid in money. The agent sold machinery, and received as part payment second-hand machinery, which the employer sold, accepting in payment an engine, valued at a specified amount, and cash and securities. In deciding the suit of Bills v. A. W. Stevens Co., the Supreme Court of Michigan recently held that the agent was entitled to recover commissions on the price for which the employer sold the second-hand machinery as fixed by the value of the engine and securities and the amount of the cash, without waiting until the securities had been paid and the engine had been sold.

Among firms who have lately installed Richardson Automatic Scales are the following: Harlem Bros., Harrisonville, Ill.; Orrville Milling Co., Orrville, O.; L. K. Van Horn, Ford, Kansas; Price & Wilkinson, Taylorsville, Ill.; Merriam &

Holmquist, Omaha, Neb.; Wellington Starch Co., Decatur, Ill.; Joseph Schneible Co., Chicago; Davidson Mill & Ele. Co., Muskogee, I. T.; Boonville Milling Co., Boonville, Ind.; Artesian Stone & Lime Wks. Co., Chicago; Union Mill Co., Springfield, Ill.; American Malting Co., Buffalo, N. Y.; Hirst & Begley Linseed Oil Co., city; Dabney Brokerage Co., Newport News, Va.; Five Point Gr. Co., Petersburg, Ill.; Coppes Zook & Mutchler, Nappanee, Ind.; Kamm & Schellinger Brg. Co., Mishawaka, Ind.; Miller Grain Co., Madison, Ill.; Herron Patterson Co., Milford, Ill.; H. C. Cole Mlg. Co., Chester, Ill.; Union Starch Co., Edinburg, Ill.; Suffern, Hunt Co., Decatur, Ill.; Ray. P. Lipe Co., Toledo, Ohio; Ed. F. Goeke Co., Evansville, Ind.; Iglehart Bros., Evansville, Ind.; Owosso Sugar Co., Owosso, Mich.; Southern Gr. Co., Cincinnati, O.; Gate City Malt Co., S. Omaha, Neb.; Peoria Malting Co., Peoria, Ill.; Elevator Mlg. Co., Springfield, Ill.; S. E. Roush, Momence, Ill.; Hunter Bros. Mlg. Co., Edwardsville, Ind.

Books Received

THE INTERSTATE COMMERCE ACT as amended has been published in a 71-page indexed pamphlet, by the Interstate Commerce Commission, Washington, D. C.

CORN SHOWS.—Hints on preparing for and holding local corn shows is the subject of Circular No. 1 issued by Purdue University. The local corn show, if properly conducted, is a powerful factor in drawing attention to what good corn is, and may be made very convincing. No one promoting a corn show can afford to be without this 13-page pamphlet by Professors A. T. Wiancko and M. L. Fisher, who give brief chapters on selecting corn for exhibition, how to score corn, scoring 10 ears, the official corn score card, scoring a single ear, judging at a corn show, standards of some Indiana varieties and the corn show; illustrated with two engravings of excellent and poor exhibits. Circular No. 1, Purdue University, Lafayette, Ind.

INDUSTRIAL ALCOHOL.—Two bulletins have been issued by the U. S. Dept. of Agri., one, No. 268, on the uses and statistics, and the other, No. 269, on the sources and manufacture, of industrial alcohol. Bulletin No. 268 contains chapters on the denatured alcohol law, substances used for denaturing alcohol, composition and yield of alcohol producing crops, utilization of waste material and manufacture of alcohol. Barley, corn, rice, rye, spelt are among the grains which may be used in alcohol manufacture, as well as potatoes and molasses, and from the information given in the bulletin one will be readily able to determine the actual value of the raw products for alcohol manufacture. Professor Wiley, author of the bulletin, states that "the manufacture of alcohol on a very small scale is not likely to prove profitable. It will not be practicable for the farmer to operate a still on a small scale. Moreover, the still can only be shut down by an internal revenue officer. Under present conditions it is not probable that industrial alcohol can be offered upon the market at much less than 40 cents per gallon of 95 per cent strength." Copies of these bulletins will be sent free to any address in the United States on application to a senator, representative or delegate in Congress, or to the Secretary of Agriculture, Washington, D. C.

The Humphrey Employee's Elevator



For eighteen years it has been the standard Elevator for Grain Elevators and Mills.

The simplest and most reliable lift for Grain Elevators that can be devised.

Let me send you catalog and quote prices.

S. K. HUMPHREY
640 Exchange Bldg.
BOSTON, MASS.

Echoes of Ohio's Seed Corn Special.

BY UNCLE JOE.

Forty-five minutes was the time allowed for each station.

Prof. Price, Dean of the Agri. Dept. of the Ohio State University, had charge of the alfalfa car, and after making his introductory talk, introduced Professors McCall and Kyle.

Ed Culver demonstrated the low vitality of squaw corn, rubberneck corn, bloody butcher corn on a 1½c difference.

C. B. Jenkins gave the after shows, or concert lectures. He's practicing up for farmers institute work in Marion county next week.

Kress and McCall were taught the game of Spades. When Kress did not get the Queen of Hearts (13) McCall was sure to get it.

Seeds and Grimes left the Special at Van Wert. They were still at the Check Room door having their coats fitted when the train left.

Jenkins & Wise Bowling Teams, at Van Wert: Wise—323; Jenkins—322. Jenkins wanted to rub out the score and begin over again.

Prof. Price was the grand chief. He was everywhere and anywhere shooting the boys with his Rochester camera. He had a skinch on the job. Kress wasn't in it.

Kress's Daily Kabalgramme to the London Corn News was "replete" with corn humor. The British Chamber of Commerce will at once lift their Boycott on our grain and pay F. O. B. instead of arrival.

Prof. Wings, Father of Alfalfa in Ohio, is a tiller of the soil. He knows how to make two blades grow where one grew before and make one acre support two families where only one starved to death before.

There was quite a rivalry between McMorran and Jenkins. Jenkins: "This way to the Alfalfa Car." McMorran: "This way to the corn car." So the farmer was betwixt the "Devil and the Deep Blue Sea."

Jenkins's lovely basket of fruit, procured especially for the Check Room lady, missed connections and was bestowed in error on the maidenly housekeeper instead. Sad! So much wasted on the desert air.

The entertainment by the Northern was fine: Individual dinner baskets at Rockford and Sherwood; Royal Hotel entertainment our nights at Greenville and Van Wert; free carriages, cigars, etc. Our money was no good.

A beautiful young lady was in charge of the Check Room at Hotel Marsh, Van Wert. Grandpa Grimes checked his overcoat regularly every ten minutes. The young lady assisted him so many times in pulling on the coat that the sleeve lining wore out.

Mr. W. T. Stevenson, Division Frt. Agt., Cincinnati Northern R. R., Jackson, Mich., accompanied the train and kept in close touch with the work. He is now a full-fledged short course agriculturist. Henceforth he will be a freight producer in earnest. Look out for the increase of freight earnings of the Northern.

Talk of farmer A. & B. on the platform after hearing Pres. Mayer's remarks: A.—Did you hear dat President (Mayer) of dem Ohio Grain peoples say our corn was only good for fuel dis year?

B.—Yes, I did, and he further said

heaven isn't the place they needs our fuel, either.

A.—According to that, then, those places they calls terminal markets must be the other place.

Special Agent Wilson, a detective, guarded the corn cobs.

President Mayer, presiding in the Judge's Court Room at the Van Wert meeting, sitting in the judge's chair with a cuspidor on each side, could raise nary a spit, but he did lay down the law accordin' to the statoots: Judgment for the plaintiff.

McCord is stuck on sugar beets. He lugged two big ones home with him and says he is going to raise them in his back yard from the root. He don't know that they are raised from the seed. He sent this office a sample, 12 per cent rich in sugar. Anything sweet goes. Sugar's better than corn water.

A new product.—Paulding county fired corn raised ready for consumption. At Paulding two bushels, well buttered and salted, was prepared by Miss Smith, Chief Clerk and Weighmaster at the Farmers Elevator at Paulding, and put aboard the Corn Special. It was not long before everybody was singing the song:

"I am so dry!
I am so dry!
I am so dry!
I am so dry!"

President Mayer, of the Ohio Grain Dealers Ass'n, has graduated in the short course of agriculture. This is the shortest and most remarkable record ever made by any student. The short course usually lasts 10 weeks. Mr. Mayer took it in three days. So much for brains and a stop watch. This is an age of "progression." A farmer made to order in three days, and guaranteed sweet and cool; reasonably free from foreign mixture and only 10% of moisture.

Sec'y McCord has been dubbed anew "The Kid," but he can't lose his original "Uncle Joe." In his talks to the farmers he assured them that the work of the Ohio Shippers Ass'n was not adverse to their interests, but their interest had the effect of inspiring greater confidence between the farmer and the dealer. He said that the Ohio Grain Dealers Ass'n does not now and never has encouraged violation of the state laws relating to combinations, etc., in restraint of trade. It is not restraint of trade, but development and increase of trade that produces the best results for all.

Exports.

Buckwheat amounting to 369,346 bus. was exported during the 11 months ending Dec. 1, 1906; against 451,227 bus. for the corresponding period of 1905.

Broom corn valued at \$220,380 was exported during the 11 months prior to Dec. 1, 1906; against \$207,116 worth for the corresponding period of 1905.

Malt amounting to 598,386 bus. was exported during the 11 months prior to Dec. 1, compared with 585,897 bus. for the corresponding period of 1905.

Linseed oil cake amounting to 695,592,364 lbs. was exported during the 11 months prior to Dec. 1; against 511,703,285 lbs. for the corresponding period of 1905, as reported by O. P. Austin, chief of the Bureau of Statistics.

Peoria distillers are building warehouses for denatured alcohol.

The speltz crop grown in South Dakota last year amounted to 1,000,000 bus.

Ohio's Seed Corn Special.

BY H. W. KRESS.

Ohio's first Seed Corn Special was made up of a combination car and two demonstration coaches—one for corn and the other for alfalfa. The coaches bore streamers: "Agricultural Special"—"Corn" and "Alfalfa." The train left Franklin, O., Wednesday morning, Dec. 26, making its first stop at Germantown.

A few minutes after twelve the farmers commenced to gather around the train, filing in the alfalfa and corn coaches, anxiously awaiting the professors and grain dealers to start the ball rolling. There were no canons fired as a salute, but by the time Pres. Mayer, of the Ohio Grain Dealers Ass'n, made his introductory speech in the corn car, the same performance being enacted in the alfalfa car by Prof. Price, of the Ohio State University, the equivalent was at hand.

Prof. Foord, of the O. S. U., brought the farmer to a realization of his shortcomings in his manner of selecting seed. He showed them how to select good seed and explained that it was better to spend a day or two in the winter months in making tests than to spend two or three days replanting corn in June. The shape of the kernels was discussed and the wedged and round shapes were denounced. The grain must not be round or too pointed, but while wedged shaped should be the happy medium. The grain should be of medium thickness, that they may be packed closely on the cob.

Prof. C. R. McIntire, of the Farmers' Institute: Don't cross your corn; it means ruin in the end. The farmers of Ohio do not know good seed corn when they see it. They have the wrong idea of what it should be. You must learn to become expert judges of good corn. It is also important to decide upon the right type of corn. Seed corn from out of the state should not be planted in any large quantity. Buy it, then improve upon it. The only practical way to select seed is to save from the stalk—gathering before being cut. Then the stalk upon which the ear grows can be seen. The stalk should be erect, not too tall or too thick. The ear should not be out of reach, and should hang with the point downward and close to the stalk.

E. H. Culver, chief grain inspector of Toledo, said: If your neighborhood raises yellow corn, that and that only should be raised. If the white corn is raised by the majority of the farmers of a vicinity, let all raise it, but in no case should anyone raise a mixed corn, the speckled or red corn. It is a sin against your neighbors to do so. The dealers demand dry, solid corn. Last year's corn crop was 25 to 30 per cent water and the shrinkage was from 8 to 10 per cent. Corn cannot be shipped from Ohio to the seaboard for transportation to Europe until it is guaranteed by the shipper. How can a shipper guarantee a load of corn unless it is solid and dry?

Preliminary estimates of the Russian crops made by the Central Statistical Committee indicate 33,400,000 quarters spring wheat, 75,200,000 quarters oats, 37,300,000 qrs. barley, 8,250,000 qrs. maize, 8,170,000 qrs. millet, and 2,800,000 qrs. spring rye; against final figures for 1905 of 51,835,000 qrs. spring wheat, 98,768,000 qrs. oats, 41,505,000 qrs. barley, 3,906,000 qrs. maize, 8,205,000 qrs. millet and 1,929,000 qrs. spring rye, quarters being 480 lbs. except oats, 304 and barley 400 lbs.

Thirty-Second Annual Statement of the Mill Owners Mutual.

Notwithstanding most of the flour mill mutual fire insurance companies suffered heavy losses during the past year, the father of them all, the Mill Owners Mutual Fire Ins. Co., of Iowa, seems to have been very lucky and got thru the year with comparatively light losses.

Its 32nd annual statement shows that on Jan. 1st, it had insurance in force amounting to \$8,484,930. Its deposit notes which represent but one annual premium, amounted to \$282,762.89. The company's receipts during the year of 1906 were \$174,002. Of this amount \$123,373 were from assessments; \$41,954 from guaranteed deposits; \$9,674 from interest; \$39,303 from mortgage loans and cash on hand Jan. 1, 1906, was \$29,536.

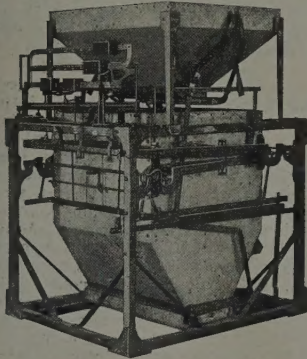
The disbursements for the year were \$91,509 losses, \$26,932 expenses, \$20,566 for guaranteed deposits returned and \$56,210 for mortgages loaned. The company closed the year with \$47,626 on hand. The company's assets amount to \$514,813 of which

\$232,050 are cash and mortgages. The company closed the year with no adjusted losses either resisted or unpaid.

Imports and Exports of Rice.

Rice, rice flour, rice meal and broken rice amounting to 182,240,534 lbs. was imported into the United States during the 10 months prior to Nov. 1; compared with 87,660,202 lbs. imported during the corresponding period of 1905.

Exports of rice, rice flour, rice meal and broken rice during the 10 months prior to Nov. 1 amounted to 2,059,954 lbs. of domestic and 7,874,467 lbs. of foreign origin; compared with 88,748,073 lbs. domestic and 7,978,656 lbs. of foreign growth for the corresponding period of 1905, as reported by O. P. Austin, chief of the Bureau of Statistics.



What?

Still weighing with the old hopper scales or not weighing at all, when you can save time and labor with the

McLEOD AUTOMATIC SCALE?

Let the McLeod do your weighing and then you can feel absolutely sure your weights are correct.

They are simple, accurate and durable.

Write for information to-day.

McLEOD AUTOMATIC SCALE CO.

PERU, ILLINOIS

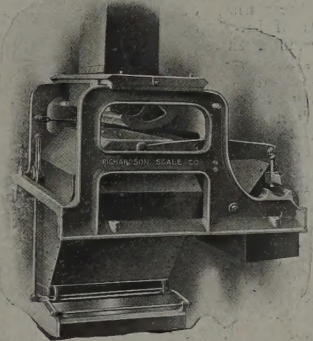
QUALITY and QUANTITY

If you see that the Quality of your grain is right

OUR AUTOMATIC WEIGH

will be responsible for the quantity being O. K.

SIMPLICITY and ACCURACY



ADDRESS

RICHARDSON SCALE CO.

1321 Park Row Bldg., New York.

1011 Rector Bldg., CHICAGO 1210 Hibernian Bank Bldg., NEW ORLEANS

Is the AMERICAN GRAIN METER Accurate?

AFFIDAVIT

State of Ohio, }
Champaign Co., } ss

AMERICAN GRAIN METER

VS
R. R. TRACK SCALES

We, the undersigned, hereby certify that on June 15th and 16th, 1906, we weighed the corn loaded into Erie cars No. 71904 and No. 107097 at the elevator of J. L. Bowlius, at Bowliusville, Ohio.

The empty cars were first weighed on R. R. Track Scales, which had recently been tested. They were then loaded, the corn passing through an American Grain Meter, which automatically weighed and registered it. The loaded cars were then weighed.

The results were as follows:—

	Car No. 71904	Car No. 107097
Net Weight Track Scales—	50400 lbs.	50568 lbs.
Weight, American Grain Meter—	50380 lbs.	50630 lbs.
Variation	20 lbs.	62 lbs.

It rained on Car No. 107097 while it was being loaded and also on the track scales which would reduce the variation of 62 lbs.

T. G. Powers
Notary Public for R. R. Payne & Whelan Co.
J. L. Bowlius

Signed and sworn to before me this 16th day of June, 1906
M. M. Rock Justice of the Peace
In and for Champaign Co.

AMERICAN GRAIN METER { ACCURATE RELIABLE PRACTICAL

—Automatic Grain Weigher for the Country Elevators—

For further information address

AMERICAN GRAIN METER CO., Springfield, Ohio

Great Western Mfg. Co., Kansas City
Allen P. Ey & Co., . . . Omaha
Brown & Varney, . . . Cincinnati
Maheu & Coyle, . . . St. Louis, Mo.

J. R. Detweiler, Chicago
Robert Craig, Minneapolis
Wm. Robinson, Des Moines
Thos. McFeely, Philadelphia, Pa.
The Howe Scale Co. of Illinois, Cleveland, Ohio

THE AMERICAN GRAIN METER

Elevator Fires and Their Causes

Secy C. A. McCotter of the Grain Dealers Nat'l Mutual Fire Ins. Co. has carefully compiled statistics regarding fires in grain elevators which shud prove of unusual interest to everyone identified with the trade and of guidance to elevator owners in reducing the fire hazards of their property.

Notwithstanding the company had \$1,500,000 more at risk, only one more fire was reported by its policy holders during 1906 than during 1905. The total losses were two less than in 1905, nearly as many fires having been extinguished in their incipency thru the use of barrels of brine and buckets as during the preceding three years.

There was an increase in lightning losses and from exposures which are unpreventable causes. There was a decrease in fires from locomotive sparks, but two bad fires from hot boxes and a material increase in losses in the power houses. In fact there were three fires in detached power houses at a few hundred dollars loss each, that would have caused a heavy loss if power houses had been attached to the elevator. As usual, most of the losses have been from preventable causes.

The purpose of mutual insurance is protection against unpreventable losses which are from causes beyond the control of the owners or employees. All that is added to such cost to pay for preventable losses is a burden to the property owner and his business. It means so much profits and human energy wasted. It is safe to estimate that all the profits of all the elevators in Nebraska will not pay the elevator losses of the country any year. Therefore the equivalent of the labor and business effort in that state is a fire waste, four-fifths of which is preventable. This company in four years has had \$118,582.20 in losses. The unpreventable losses have been less than \$50,000. If the difference had been used to reduce the insurance cost, the policyholders would have been that many thousand dollars better off. In addition the owner of a good elevator though he is partially reimbursed by insurance.

The fires reported to the company by policyholders during 1906 were as follows:

Fire Losses During 1906.

Loss No. 54—No time given. No power warehouse. Locomotive spark. Loss small.

No. 55—11:30 p. m. Steam power elevator. Cause unknown. Loss small.

56—2:30 a. m. Steam power elevator. Fire from exposing building. Loss total.

57—9:00 a. m. Gasoline power elevator. Thawing gasoline pipe to engine. Loss partial.

58—No time given. Gasoline power elevator. Locomotive spark in loose hay in stock yard near elevator. Put out by use of barrels and buckets. No claim.

59—6:30 p. m. Gasoline power elevator. Supposed locomotive spark. Blown through opening in cupola. Loss small.

60—No time given. Gasoline power elevator. Friction of shaft carrying head pulley in contact with side of head. Put out by use of barrels and buckets. No claim.

61—5:00 p. m. Steam power elevator. Caught from red hot stack. Put out by use of barrels and buckets. No claim.

62—9:00 p. m. Gasoline power elevator. Supposed tramps. Loss partial.

63—7:45 p. m. Gasoline power elevator. Supposed locomotive sparks. Loss partial.

64—No time given. Steam power elevator. Fire in elevator head caused by

pulley slipping and rubbing wood side. Put out by use of barrels and buckets. No claim.

65—11:40 p. m. Steam power elevator. Cause unknown. Discovered in power house. Partial loss.

66—No time given. Steam power elevator. From tinnars furnace. Put out by use of barrels and buckets. No claim.

67—9:00 p. m. Gasoline power elevator. Cause unknown; supposed hot box. Loss total.

68—6:30 p. m. Steam power elevator. Locomotive spark. Put out by the use of barrels and buckets. No claim.

69—2:00 p. m. Steam power elevator. Wood around stack. Put out by use of barrels and buckets. No claim.

70—4:00 p. m. Gasoline power elevator. Lightning. Loss small.

71—8:00 p. m. Gasoline power elevator. Lightning. Loss small.

72—6:00 p. m. Steam power elevator. Lightning. Loss small.

73—12:10 a. m. Steam power elevator. Lightning. Loss total.

74—2:00 p. m. Gasoline power elevator. Locomotive sparks. Put out by use of barrels and buckets. Loss small.

75—6:00 a. m. Steam power elevator. Cause unknown. Caught from power house. Loss small.

76—10:30 p. m. Gasoline power elevator. Cause unknown. Loss total.

77—8:00 p. m. Gasoline power elevator. Lightning. Loss small.

78—3:00 a. m. Steam power elevator. Oily waste in power house. Loss small.

79—7:00 p. m. Horse power elevator. Caught from exposing building. Loss total.

80—3:00 a. m. Steam power elevator. Cause unknown. Loss total.

81—5:30 p. m. Gasoline power elevator. Supposed hot box. Loss total.

82—9:00 p. m. Steam power elevator. Cause unknown. Started in power house. Loss total.

83—2:00 a. m. Gasoline power elevator. Cause unknown. Loss total.

LOSSES DURING LAST FOUR YEARS.

During the four last calendar years 83 fires have been reported to the company. Of these losses, 458 per cent were total losses; 313% were partial losses and 220% of the losses no claim for loss was filed.

The kind of power used in 615% of these plants was steam; 337% gasoline; 24% horse power and 24% water power. This seems to indicate that the use of steam power in a grain elevator is almost twice as hazardous as gasoline.

Inasmuch as 469% of the fires occurred between 7:00 p. m. and 7:00 a. m. a more vigilant inspection of bearings and other hazardous points before closing for the night seems necessary. In 109% of the 83 fires no time of starting was reported, but 422% were reported to have started between 7:00 a. m. and 7:00 p. m.

The causes of and insurance paid account these 83 fires were as follows:

Causes of Fires.	No. of Fires.	Per Cent.	Amounts Paid.
Outside exposure.....	8..	096..	\$13121.90
Supposed incendiary.....	4..	048..	11206.90
Cob burners.....	2..	024..	4384.28
Locomotive sparks.....	21..	253..	18323.32
Cig. stub in waste basket.....	1..	012..	3500.00
Lightning.....	11..	134..	6537.49
Hot boxes.....	9..	109..	20391.83
Careless use coals for fuel.....	1..	012..	4953.77
Exhaust pipe.....	3..	036..	4600.22
Overheated stove.....	1..	012..	no claim
Tramps.....	5..	060..	4539.11
Origin in power house.....	8..	096..	3867.62
Unknown.....	6..	072..	18958.48
Friction.....	2..	024..	no claim
Tinnars furnace.....	1..	012..	no claim
	83	1000	\$114384.30

Annual Report of Michigan Miller's Insurance Co.

The 26th annual report of the Michigan Millers Mutual Fire Insurance Co. shows another successful year's business, and substantial gains in increased dividends to policy holders, increased net cash surplus and increased cost of business.

The cash assets of the company, including \$59,425 first mortgages; \$401,979 bonds; office building \$6,000; cash \$164,785; interest due \$10,173 and premiums due \$37,789, amounts to \$80,151.

The premium notes amounted to \$1,530,878, making the total assets \$2,211,030.

The liabilities Jan. 1 included losses in process of adjustment \$19,323 and reinsurance reserve \$293,563.

The losses paid during the year amounted to \$259,251.

The cost of insurance to policy holders was 45 per cent of the boardrates. In other words, the same insurance in stock companies would have cost the policy holders 55 per cent more than it did.

Statement of Grain Dealer's National Insurance Co.

The annual statement of the Grain Dealers National Mutual Fire Insurance Co. shows gains which must be gratifying to every policy holder.

The increase in the amount of business over the preceding year was \$1,500,000, due in a measure to the company's taking larger lines. On Jan. 1 the company had 1701 separate risks, a gain of 25 per cent for the year. The average amount of insurance on each risk was \$3,653.

As compared with the previous year, there was a slight decrease in the expense ratio and a decrease of 26 per cent in the loss ratio. A gain of nearly 300 was made in the number of policy holders receiving a credit on account of monthly self inspection of risks and reports to the company. Two-thirds of the policy holders now make these inspections and reports.

A reduction of 13½ per cent was made in the cost to policy holders, thus saving them over \$90,000 in the cost of their insurance for the year. A larger saving than usual was made on short term grain insurance.

The cash assets included \$22,050 cash in bank; \$46,522 bonds; \$37,760 first mortgages; \$713 accrued interest; outstanding assessments and premiums \$1,915, making a total of \$108,962. The net value of the premium notes was \$669,399, making the total assets \$778,362.

The company suffered 24 losses on grain elevators and contents during the year, aggregating \$40,438.

A flax treating machine of Australian origin is said to produce a much larger yield of fiber, of greater strength, and of unstained natural color. The flax in its rough condition is passed through the machine consisting of three pairs of rollers, immersed for an hour in a bath of hot water, drained and dried, then put through the breaking machine and finally through the scutcher.

The desperate condition of the starving Russians is appalling when considered in the light of a recent government report. The wheat crop for 1906 is 100,000,000 bus. short of the '05 yield and 130,000,000 bus. short of the 1904 crop. The rye crop is 74,000,000 bus. short of the 1905 crop and even smaller than the famine crop of '97.

Fire Insurance Companies

Established 1889

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

Elevator and Grain Insurance

THE OLD RELIABLE

Michigan Millers

MUTUAL FIRE INSURANCE CO.

of Lansing, Mich.

Assets \$1,800,000
Losses paid 1,500,000
Net cash assets 328,000

MILLERS MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS

ALTON, ILLINOIS.

Wrote \$5,348,463.75 Insurance last year.
Paid \$110,724.14 in losses last year.
Added \$24,230.30 to surplus last year.
Assessed only 45% of basis rates last year.

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force, - \$10,158,139.43
Face value of notes, - 1,451,877.89
Cash Assets, - 300,148.96

D. R. SPARKS, Pres. A. R. MCKINNEY, Sec.
Chicago Agent: M. W. FUGIT, 740 National Life Bldg.

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

Insures Flour Mills, Elevators and Warehouses at actual cost.

Net Cash Assets \$218,020.94.

Losses Paid \$1,179,097.88.

Saved to Policy Holders \$1,622,157.43.

Organized 1875. J. G. SHARP, Secretary.

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents,

MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

NO conflagration hazard.

Gross Assets, - \$4,341,881.00
Net Cash Surplus, - 759,569.00

Insurance on Grain

with large grain values in store, excess insurance is needed only for a portion of the year. The short rates of other companies makes such short time insurance expensive. The



writes short term grain insurance at a definite price per month, making a large saving. For information, write

C. A. McCOTTER, Sec'y

Grain Buyers Weight and Copy Book No. 66

Is designed for agents of line companies, to use in keeping record of each day's purchases. Sending carbon copy to home office and retaining original. It saves labor and time and prevents errors in copying.

This book is 12x12, contains 225 pages and has room to record 7,425 loads in duplicate. Each page has duplicate printing for column heads of Gross, Tare and Net weights and the page is perforated down the middle from top to bottom, so that half of it folds back on the inside half, bringing the duplicate printing on half of the page over the printing on the under half, so that when a carbon paper is inserted between the leaves formed by folding back the page, an exact duplicate is made of the original entry.

A sheet of pressboard 6x12 inches is furnished with each book. It is placed between the pages and makes a good writing surface. Three sheets of carbon paper are furnished with each book.

The book is well bound in heavy board covers. Price, \$2.00.

GRAIN DEALERS JOURNAL

255 La Salle St., CHICAGO, ILL.

Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning \$5,450,000
Risks in force, Tornado 1,010,000
Admitted Ledger Assets \$16,478.39
Six Month's Assessment in course of collection, over 25,000.00

Total Amount Assets Available for the payment of losses \$41,478.39

Fire and Lightning Cost for Current Year Only 80 percent of the rate.

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F. D. BABCOCK, Secy.

TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

ELEVATORS WANTED

To get in direct communication with would-be buyers of grain elevators reply to ads in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.

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Highest Quality Long Fibre Manila Transmission Rope



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A Tarred Brown Yarn Running Through The Strands.

Our Ajax Rope is made from the finest selected "Cebu" Manila Hemp, which has had all the knots, tow and other weak parts combed out of it before it is spun into yarn.

Always Uniform In Size and Quality.

Some of the largest grain elevators in the world are equipped throughout with "Ajax" drives. Ask for sample combed out to show the strength and excellence of the fibre. There is absolutely nothing better.

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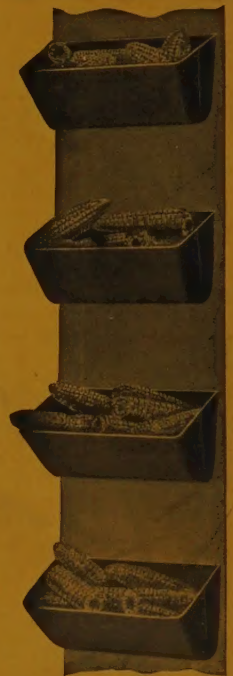
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FOR MAINTAINING A NUISANCE
UNLESS YOU

ARREST

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MY COLLECTOR IS AT YOUR SERVICE.
WRITE FOR PARTICULARS.

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MINNEAPOLIS, MINN.

EVANS' PATENT AUTOMATIC NON-REVERSING FRICTION-STOP



For attachment to electric motors driving grain elevator legs, to prevent backing and consequent choking when power is off; simple and effective. Send for descriptive circular and prices.

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Clutches
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